Written submissions – March 2013 - Part 1

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Barrier Free
New Zealand Trust

To encourage, promote and facilitate the creation of built environments that are accessible and usable by everyone in the community, including people with disabilities

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

An Accessible City
He Taone Wātea

CERA Canterbury Earthquake Recovery Authority

Christchurch Central Development Unit

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.ccdu.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?

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?

An Accessible City
He Taone Watea

CERA Canterbury Earthquake Recovery Authority

Christchurch Central Development Unit

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

See additional sheet of paper

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.ccdu.govt.nz**

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

Your contact details

Full Name:	Robert Henderson and Julian Hulls
Organisation (if applicable):	Bicycle Ventures Ltd and NextBike NZ Ltd
Postal Address:	
Email:	

Note: CCDU will publicly release your comment, a summary of comments and list of people who had made comments on its website: ***www.ccdu.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****.*

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.

Submission on the Accessible City Draft Chapter of the Christchurch Central Recovery Plan

Name: Robert Henderson
Address: Withheld under section 9(2)(a)
Phone:
Email:
Organisation Name: Bicycle Ventures Ltd and NextBike NZ Ltd

Bicycle Ventures has been working in conjunction with NextBike NZ to provide cycle sharing systems to Christchurch organisations. This has been based on the German NextBike system. Both organisations are interested in promoting the establishment of a Christchurch public bike program and have considerable expertise in this area.

We would suggest that Christchurch is a good candidate for a successful public bike program. Planning for a compact city with slow streets further cements this thinking. Investigations of public bike programs are mentioned in the Christchurch City Council transport strategy.

Successful public bike hire programs around the world are an integrated part of public transport. A Christchurch program would need to be recognized as a form of public transport and funded accordingly. A large part of the success of public bike schemes is down to planning and station locations. We would suggest now is the time to, at the very least, make allowances for this.

While we appreciate the goal of the draft Accessible City chapter is "big picture" projects such as one way streets the document does refer to inner city public transport which is where we see public bikes fitting in. The public use buses to take the long trips from the suburbs into town, and use the public bikes to move freely around the central city without having to wait for a bus,

A public bike program meets the goals of the recovery plan in the following ways:

Creates an accessible transport option for the central city - Commuters can use the public bikes as part of their multi modal transport trip. For example they can get off the bus at the interchange and use a public bike for the remainder of their trip.

Compact city – Public bikes are an ideal way to get around the compact central city. The bikes would allow people to get to key destinations within the central city that are not easily serviced by other public transport options.

Future proof through new and smart technologies – Public bikes have been shown to be a great new component of the public transport mix worldwide. They are based on leading technology (eg smart phone applications) and can be integrated with existing technologies (eg metro card)

Flexible and resilient – Public bikes provide a flexible transport option and are not constrained by timetables or routes. They can be located almost anywhere and these locations can be changed as the city develops. Data can be collected from the system on usage rates to allow for planning.

Energy and environmentally friendly option – Public bikes by their nature are an environmentally friendly transport option.

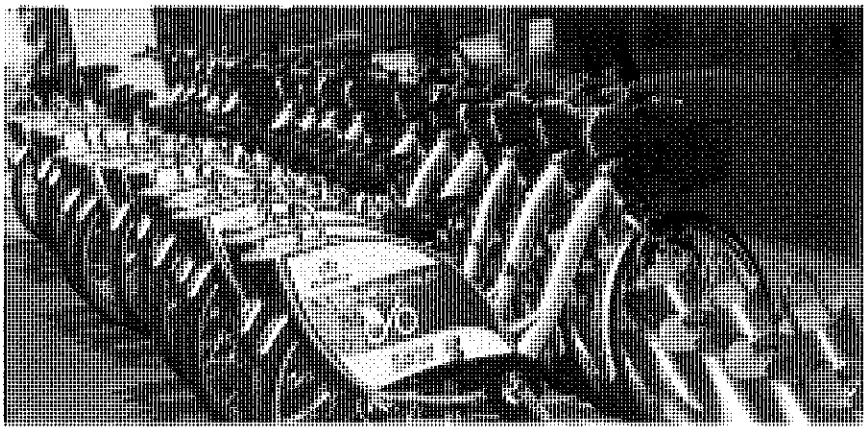
Key Suggestions:
Recognise public bikes as part of the possible inner city public transport mix.

"Investigate a Public Bike network" mentioned as an aspirational goal alongside restarting the shuttle service and heritage tram. This is in line with the mention in the council's transport strategy. Public bikes are not constrained by old routes (unlike the tram) and offer a much more flexible option for the rebuilding city.

Public transport integration - Planning should be made at this stage for integrating public bikes in the public transport network. For example locating a large rental station at key entrances and exits of the transport interchange and super stops.

Planning for rental station locations – Based on overseas experience an ideal rental station density can be calculated. When streetscaping this could be factored in to avoid large costs in the future. This would just require a minimum clear space (no other infrastructure requirements).

Additional notes:
The changes to the district plan to provide better staff and visitor cycle parking is welcomed. Bicycle Ventures has been working with a number of organisations on staff cycle sharing systems. Many of which plan to implement these when they return to the central city. It is worth noting that a staff cycle sharing system goes one better than just staff parking by actually providing the bikes. It is suggested that in section 2.4.4 a clause could be included to encourage companies to provide staff bikes. This may contribute towards the staff bicycle parking requirement at a greater factor than just racks.



• BRAILLE • TACTILE • DIMENSIONAL

braille signs LIMITED

DAVID GOWER

10 STEVENS ST, PO BOX 516, CHRISTCHURCH

Withheld under section 9(2)(a)

Submissions to:

"An Accessible City – Christchurch Central Recovery Plan"

Prepared for the information and consideration of :-

CCDU - Christchurch

Compiled by:

Braille Signs Ltd, Christchurch based manufacturers of accessible signage and promoters of a new (world first) concept of delivering information including information pertaining to signage for accessibility - as now required by the NZ Building Code.

30 January 2013

Braille Signs Ltd
Unit 6, 21 Michelle Road, Wigram, Ch Ch.
Contact person : David Gower

Withheld under section 9(2)(a)

Submission to Christchurch Central Recovery Plan.

Submitted by Braille Signs Ltd, Christchurch. January 2013.

Contents:

Abbreviations used in this Document

BANZAT	Braille Authority NZ which administers Braille guidelines
Be-Accessible	Organisation based in Auckland described in Appendix.
CCC	Ch. Ch City Council
CCDU	Ch. Ch, Development Unit
CERA	Canterbury Earthquake recovery Authority
CPO	Central Power Outlet
ISA	International Symbol of Access
ISO	International Standards Organisation
NZ Disability Strategy	Embodiment of UN Convention on Disability ratification.
NZSDA	NZ Sign and Display Assn Inc.
QR	Quick Response
TPO	Tactile Polymer Overlay
UEB	Unified English Braille

Executive Summary and overview of this Submission

1. A unique set of circumstances has placed us in a position to greatly assist CERA and CCC in delivering aspects of the "The Accessible City" blueprint with which they are mandated.

2. Accordingly, we have proposed a joint working initiative to achieve the deliverables required of CERA / CCC.

3. A joint working arrangement of some description between us and CERA / CCC will enable new and world-first technologies to be used and ensure no retailer mark-ups are added.

4. We are a Christchurch based manufacturer of Braille signage and New Zealand's leading supplier of accessible signage. Our submissions for the new City Plan advocated Christchurch becomes the most disability friendly city in the world. This was later amended by the Human Rights Commission to read "The most accessible city in the world".

5. We are actively involved in developments that will ensure Christchurch has available, new and world-leading technology to ensure Christchurch is the most accessible city in the world. Accordingly, we are working with parties like The Human Rights Commission, The Be-Accessible Institute, Deaf Radio Ltd, and the Royal NZ Foundation of the Blind Inc., to develop a new, world-leading technological advance in Accessible signage.

6. The submitters of this document hold a Provisional Patent covering a new signage and information concept. The use and applications of the invention are global but its widest, most applicable and universally advantageous benefit is immediate and for the rebuild of Christchurch. Our wish is to advantage the current and future citizens of Christchurch, plus tourists and visitors to our city..... (including those who do not use English as their first language.)

7. The "languages" capable of being covered by our Information and Assessable invention are English, Te Reo, Sign-language and Braille, plus foreign spoken languages like Japanese, German, French etc.

8. We have addressed the aspects of accessibility only as they pertain to signage and information systems.

Introduction;

1. In this submission we outline the reasons we wish to be involved at an early stage of the redevelopment and explain the value-add we can deliver.

2. We also detail the products and services we supply and will assist in achieving the goals espoused in the Draft as published.

3. This submission is made on behalf of two companies both of which are under the same (local) ownership and the same (local) directorships.

4. Our submission is made directly to Council / CERA / CCDU and is not channelled through an intermediary or third party. Direct partnering in this way results in shortened supply-chains and guarantees prices cannot be marked-up by intermediaries.

   We can give this guarantee because we are sole NZ Agents for niche and specialised products that are needed for this project and can supply direct.

5. We request confidentiality be afforded one aspect of our submissions. The reason for this is because one new innovation we have outlined is at present, covered only by a provisional patent and the product is still under development. We confirm this provisional patent stands in our name only.

6. We are aware of the NZ Disability Strategy and its recent updates, The Website of the NZ Human Rights Commissioner states the following, - mandatory obligations imposed by the CERA Act 2011:

   "The Cabinet approved the disability action plan .... and it is now being promoted by the Office of Disability Issues. The plan arises as part of the country's responsibilities under the United Nations Convention on the Rights of Persons with Disabilities ratified in September, 2008.... ....The plan has three priorities, supports for living, mobility and access and jobs.

   By putting the plan in place as part of the rebuild of Christchurch the plan will help to ensure that the rebuild achieves better accessibility for disabled and older people, a more livable city for everyone and inclusive support and services for disabled people.

   Work will focus on redesigning disability supports and services and improving accessibility in the built environment. Responsibility rests with a range of government agencies, including the Ministries of Health, Education, Transport, the Office of Disability Issues and the Canterbury Earthquake Recovery Authority..... Progress will be reported on every six months to the Ministerial Committee on Disability Issues. Under the framework for the Disability Convention, the Human Rights Commission, the Office of the Ombudsmen and the Convention Coalition have the role

of independent monitoring of progress on the rights and responsibilities of people with disabilities."

7. We are aware of the Human Rights Commission objective of making Christchurch "The most accessible city in the World."

   We also advocated the same in our written submissions to the CCC apropos the Draft City Plan adding CCC actually took ownership of a slogan stating this, and actively promoted it.

   In our submissions we also referenced the additional tourism and conventions that would eventuate if Christchurch was to fully embrace the accessibility issues that it had the opportunity to plan and implement.

   We have met with The Chief Human Rights Commission, David Rutherford and discussed the ways in which we believe Christchurch can use the new technology we offer, in order to achieve the outcomes they desire.

8. The paragraphs highlighted on page 5 of the Draft for Consultation / Accessibility - mentions only buildings and omits reference to persons with temporary disablement. Similar examples exist elsewhere in the Draft for Consultation and we suggest these omissions may be oversights as the Document also states the plan is to produce a city that will be more accessible to all persons and of all abilities.

Accessibility for All

Our Observations:

The Draft for Consultation Document indicates on page 5: that "*greater accessibility should occur as public buildings, roads and footpaths are rebuilt to comply with current standards, which require more accessibility than many older structures,*" and respectfully draw attention to the fact that all new buildings to which Section 118 of the Building Act applies (and not just "public buildings"), must be 'accessible compliant'.

The Consultation Document also states on page 5 that: *"CERA and the CCC are committed to making central Christchurch a place for everyone by ensuring accessibility checks are incorporated into building consent processes at both the design and implementation phases of projects"*. In our view it is incumbent to incorporate these objectives at the design-stage especially given that Section 19; 2(d) of the CERA Act 2011 mandates this requirement. As an overlying objective, the subject should be given prominence from an early stage and ideally from the actual planning stage.

NZ Standard 4121; although not mandatory is referenced in the NZ Building Code and states that accessibility requirements continue beyond the confines of a building and extend to either the pavement or the building's car parks or transport link. It is recommended that uniformity is adopted for such assistance signage.

Conscious-uniformity / conformity, could lend itself to accessible-signage and aids being themed and adoptive of its own "Christchurch-flavour." This would therefore become specifically identifiable for what it signified (i.e. be both utilitarian and instantly recognisable for its accessibility function outside all buildings and complexes); as well as being recognised as specific to, and indicative of the new Christchurch.

Christchurch invented, technology breakthroughs into accessibiliy:

Historically, Christchurch has given the world technological breakthroughs and tools that allow greater accessibility within certain fields. eg. PulseData / Humanware tecbnology, Tait Communication tools and Trimble Navigation systems.

We have embarked upon adding another innovative tool, namely a gateway portal to visual, audible and readable information for:

i. sight and hearing disabled persons
ii those with reading and cognitive function disabilities like autism, dyslexic difficulties or colour blindness and ...
iii. those whose first language is not English
iv. sign-languaged for deaf persons

When on considers Braille was invented nearly 200 years ago despite numerous advances in technology since, no significant breakthrough has been made in communication accessibility for those with sight impairments.

We embarked on finding ways that change this:-

Withheld under section 9(2)(b)(ii)

Withheld under section 9(2)(b)(ii)

Statistics confirm that disability sectors comprise approximately 20% of the population, Suffice to say therefore, pre-earthquake Christchurch did not cater well for approximately 20 % of people when it came to accessible signage and information services. Not only did pre-quake Christchurch fail these people, it also failed the retailers and service providers who were denied - or did not have access to - this percentage of the market.

Minnie Baragwanath, CEO of 'Be Accessible' (See Appendix) has perceptively stated:

" If we get the world right for disabled people, we get it right for everybody."

Who we are and how we can assist: -

Braille Signs Ltd was formed against a backdrop of confusion about Braille signs, the high price of signs manufactured overseas and a general lack of awareness regarding accessible signage. Barrie Clubb and David Gower set about to provide solutions.

We work closely with organisations like The Royal NZ Foundation of the Blind Inc, Be Accessible, Deaf Radio Ltd, The NZ Human Rights Commission, and others. The company is a member of the NZ Sign and Display Assn. Inc. and David Gower is the NZSDA Inc. representative on Standards NZ committees drafting new NZ Standards on signage matters (e.g. NZS 8690 2003: Water safety signage, NZS 8603/ 2004: Outdoor Recreational Symbols & NZS 5465/2012; Motor Caravan / Freedom Camping etc).

The need for good NZ Braille and Accessible signage, demanded we overcame problems and eliminated errors in manufactured signs. This included addressing and overcoming the high manufacturing costs experienced overseas. We pioneered and believe we are still the only manufacturer of complying English / Maori Braille in NZ. We also pioneered the technique of producing the world's first Braille on a curved surface.

Our background research has directly led to lessening costs for Councils (and other major users) in a number of areas. For example:

a) We have introduced innovations that lessen the cost to Councils, of buying and displaying street flags & banners. We are NZ agents of world-leading Bannerconda systems that overcome most of the high cost to erect and display decorative banners. These units negate any need to hire cherry-pickers or other mechanical lifts in order to change banners. The technology lowers the cost - to Councils by possibly up to 80 or 90% of erecting and changing street banner media and have already advised councils in NZ of the lowering of cost available by retrofitting their street banner-arms with retrofit Bannerconda banner arms .

b) We are about to announce to Councils the extensive saving in the cost of printing street-banners. (The Rugby World Cup unveiled the historic high- pricing that Councils had become used to).

c) We are soon to announce to Councils, Architects and others, a new ability to retrofit signs using clear TPO which will convert ordinary signs into complying accessible and Braille signage and therefore saving the cost of completely replacing some signage.

Braille Signs Ltd Principals:

Barrie Clubb and David Gower have long association as wholesalers and suppliers of products, services (plus consultancy), to sign and display companies. They regularly contribute editorial content for sign-industry publications

David's career background was in professional insurance covered underwriting and international Insurance and Reinsurance Broking. A Fellow by examination of the Insurance Institutes of Australia and NZ David is also past President of the Ch. Ch. Club of world-wide community-service organisation Kiwanis International who provided equipment for Sport Canterbury to advantage approximately 20,000 school children each year after many had lost playgrounds, sports facilities & amenities through earthquake causes. David's second post-quake project involves voluntary and funding proposals to develop Bexley Park for the use by children and youth.

Barrie is heavily involved in R& D. His professional background includes running his own sizable Advertising Agency serving clients like Cadbury, Mainland, The National Bank, Plunket etc. He has strong experience in design & print management, animation, photography and film making. Barrie is a published poet and musician and he and his wife developed a home venue where local and overseas musicians meet to perform and record music as many lost their regular venues to earthquakes.

Among the significant improvements to the produetion and use of Braille signage in NZ Braille Signs Ltd devising a method to manufacture the world's first Braille signage on a curve to fit on many bus-stop poles around Wellington.

Our involvement with Local Authorities / Community.

Through his company The Advertising Clubb Ltd, Barrie Clubb is onc of the longest serving contractors employed by the Selwyn District Council and has in excess of 16 years of weekly involvement by contracting one day-a-week to their communications team, producing material for weekly publication.

In previous positions both David and Barrie have advised and worked on behalf of Councils and Local Authorities throughout New Zealand and have understandings of their structures and statutory commitments.

Through the Advertising Clubb Ltd, and although largely on a pro-bono basis, both David and Barrie have been involved with Reeover Canterbury in the reestablishment and post-quake 'relaunch' of Edgeware Village precinct to rejuvenate a part of the city and attract people back to local shops and local businesses. We have also assisted local Sumner Artist Jason Kelly by machining parts of his signs and have contributed to the efforts he has already made to Sumner's re-emergence. We are therefore able to assist in many ways and firmly believe that we can deliver across wider specialised platforms of signage, than any other party can.

Specialised products we can supply direct.

1. Braille signs made by traditional methods (compression-held Braille dots):

Traditional Braille signs are made by punching Braille dots of a specified size, into a base substrate. Any text or graphics on the sign, should be raised and have correctly-angled chamfered edges, and be of a contrasting colour from that of the base substrate.
We manufacture signs of this nature and are frequently sub-contracted by sign makers to add the Braille and tactile components to signage they have manufactured.

2. New Tactile Polymer Overlays (TPO) signage..(Raised beads - Acrylic overlay)

Clear polymers, including those which absorb ambient light during day and emit it during hours of darkness (or at times of power failure and emergencies) - can now, not only overlay and protect signs but also have Braille and tactile symbols on their top surface.

These tough (but clear) polymers forms an overlay. Visual graphics, text and pictorial content are placed beneath leaving the top surface available for raised tactile elements and Braille dots to be formed as clear, hardened profiles on the surface of the same overlay. The surface is easily cleaned and is therefore more hygienic to use in public places / public buildings etc.

Functional signage (e.g. Male / Female toilet signs) may now therefore have Braille and tactile pictogram - symbols as an integral part of its top surface. Text, motifs, logos, regalia or symbols remain as a visual image located below the overlay. If raised portions are to be coloured or contrast (as in the case of accessible signs), the raised profiles can be over-printed using any colour.

Architects overseas have enthused over the technology. The manufacturer of the polymers (Nova Polymers) consults with the American architect's professional body as this new innovation allows untold design-opportunity to colour and texturise signs that are required to blend-in or be aesthetically linked or 'in-keeping' with other surroundings and décor. The 'new' Christchurch can benefit greatly from these attributes

Making TPO signs is eco-friendly and uses ordinary tap water to create the tactile elements. The water and its effluent is safe to flush into any metropolitan wastewater system.

3. BLISS poles and their features.

BLISS pole systems were invented in Australia for Australian and NZ conditions. They overcome the cost and safety problems Councils experience whenever they change street

banners. Bliss Poles are attractively designed, robust multi-purpose pole able to be powder coated or enamelled any colour.

BLISS poles are : an Architecturally designed multi-pole designed to carry directional and information signage; a patented method of erecting and changing banners and flags (called Bannerconda banner arms) entirely from ground-level in approx 2 minutes - by one person without any need to hire a cherry-picker or any other mechanical device; surround lighting, Braille signage and security cameras. The acronym BLISS is:-

> B = Bannerconda banner-arm system, L = lighting, I = information and directional signage , S = Security cameras, and the second S = solar powered capability. BLISS poles also carry Braille and Accessible signage.

Bliss poles have been successfully used in Australia, in seaside locations similar to Sumner and New Brighton. Woolongong for example has placed them along foreshore areas and for their reorder have amended the BLISS poles themselves to incorporate CPO power outlets served by underground wiring. This allows the grassed areas along the foreshore to have stalls and market-like facilities set-up to attract shoppers, local arts and crafts sellers plus visitors to the immediate precinct etc. Fostering this sort of activity and having a site-hire claw-back, covers maintenance and lessens the capital-cost pay-back period. (Lamp and Banner poles are usually of course, a dormant and non-earning asset).

4. New product under development. Withheld under section 9(2)(b)(ii)

(Please note Commercial sensitivity surrounds this technology and we have therefore accepted advice to make it the subject of a provisional patent.)

Withheld under section 9(2)(b)(ii)

Approximately one New Zealander in five has some form of disability. We therefore researched how these devices could be used to benefit the facilities that will form part of the new technologies. Age related sight impairment and the like will lift user-numbers.

Withheld under section 9(2)(b)(ii)

We therefore offer CCDU the ability, to attractively 'package' all these features into one with true advantage that will assist persons around the new city and attract visitors here as well as give greater quality of life to older and aging citizens and other groups. What we suggest will also, directly advantage those with many various forms of disability, age-related frailties and mobility constraints.

OUR PROPOSED ADVANCEMENTS TO SIGNAGE, WAYFINDING SYSTEMS, AND ACCESS INFORMATION, IS POSSIBLY THE LARGEST SINGLE BREAKTHROUGH IN THE AREA OF DISABILITY SIGNAGE SINCE LOUIS BRAILLE INTRODUCED HIS LANGUAGE SYSTEM TO EMPOWER A MUCH NEEDING SECTOR OF SOCIETY, NEARLY 200 YEARS AGO.

PRODUCTS FOR WHICH WE HOLD SOLE AGENCIES, PROVIDE US EASY-TO-INTEGRATE, "FRONT-END SOLUTIONS" FOR SUCH A SYSTEM. WE ARE NOW WORKING TO ACHIEVE PARTS OF THE BACK- END FACILITIES THAT DO NOT ALREADY EXIST. ONCE THIS IS DONE, WITH CHRISTCHURCH CITY COUNCIL SUPPORT, OUR CITY COULD BECOME THE MULTI-SENSORY COMMUNICATIONS SHOWPICE OF THE WORLD.

The cost to accomplish world-first and trend-setting development is not great but the resulting benefits and advantages are limitless.
For the sake of good-order we declare the Provisional Patent pertaining to the details of the above, stands in the joint names of Barrie A Clubb and David W. R. Gower; authors of this submission.

5. Krinner Ground screws

We envisage the CBD area will have underground wiring etc. For free-standing and pylon-mounted Accessible signage plaques and Bannerconda banner and lighting poles etc, we recommend CCC investigate the new-to-NZ Krinner range of ground-screws. These German inventions are also used for BLISS poles and offer the advantages of cost-saving and easy relocation. We are the Krinner agent in NZ for the signage market. (Refer www.krinner.com.au)

An excellent testament and recommendation as to the strength and convenience of Krinner Screws is their recent use in Wellington for creating the foundations of movie-sets for The Hobbit. Tall sets (14 metre), and forest-trees were actually mounted on Krinners and easily withstood Wellington winds.

Before the set–construction company certified the use of Krinners, they conducted full engineering tests to simulate wind-sheer and ground pull factors. Krinner's subsequent use for set-foundations etc dispensed with the need for concrete footings and at the end of filming, the foundation-screws could be simply unscrewed and the land was therefore easily returned to its natural and pre-occupation state.

Krinner screws are also used for mounting ramps, platforms, poles and posts (goal-posts) in parks plus street furniture and playground equipment / fencing etc. Their easy of moving is a prime advantage for these applications.

Compliance issues we can assist with.

Mandatory obligations exist regarding accessible signage and as New Zealand's foremost manufacturer of Braille Signs, we are well placed to assist Council with this, and as indicated in the previous section, we can provide different products through which compliances will be gained.

Brief overview of Accessible Signage and mandatory compliance.

In September 2008, NZ ratified the UN Convention of Rights for people with a Disability and codified this as The NZ Disability Strategy Governance and implementation of the NZ Disability Strategy. Its management is vested in the Departmental Office for Disability Issues which is housed within the Department of Social Development. (We attach the Strategy as Appendix 1.)

The NZ Building Act 2004 is administered by the Department of Building and Housing which is part of the Ministry of Business, Innovation and Employment. Section 118 of The NZ Building Act stipulates that measures must be included in all buildings to which members of the public has access, for safe egress in the event of emergency and signify the facilities and amenities within that building. (Section 118 is attached as Appendix 2.)

The Department of Building and Housing also administers and regulates the NZ Building Code. The Department Website states:

> "All **new building work** in New Zealand must comply with the Building Code, which is the first schedule to the Building Regulations 1992. The Code sets out performance standards that building work must meet, and covers aspects such as structural stability, fire safety, access, moisture control, durability, services and facilities..... The Building Code does not prescribe how work should be done (ie, no detailed requirements for design & construction), but states how completed building work, and its components, must perform."

Part F of The NZ Building Code sets out how these measures must be designated by way of signage. Sub-section 8 of Part F states that Braille contained within this signage shall be formatted according to the Guidelines which appear on the Royal NZ Foundation of the Blind website at www.rnzfb.org.nz/signage and in a format of Braille known as un-contracted Unified English Braille (UEB) which is administered by the Braille Authority of New Zealand Aotearoa Trust (BANZAT). This was set-up

in 2010 by The Royal NZ Foundation of the Blind and Braille Signs Ltd was present and had its contributions favorably acknowledged at the unveiling of this new Trust.

Obligatory International Symbol of Access (ISA)

All new buildings will need to comply in every respect - and thereby be eligible to display the ISO symbol that represents all disabilities (The ISA) . This allows people with disabilities to know instantly the types of the facilities in a building.

We imagine it will be automatic that outdoor areas will also be made accessible and completely user-friendly in accordance with the rules and regulations pertaining to accessibility. For example: -

One tenet of the building Act is that buildings have attributes that contribute appropriately to the physical independence of the people who use them. The correct use of the ISA helps directly with achieving this purpose of the Act.

The benefit of an accessible building is that the building can be used by all members of the community (plus tourists and convention delegates).

T703 International Symbol of Accessibility

NZ Standards

NZ Standard 4121 is refereneed by the Building code. It provides guidance for the correct and appropriate mounting of signs. One of the authors of this submission has represented the signage industry on 4 Standards NZ standard-drafting committees engaged in drafting new signage related standards. We understand NZS4121 is currently under review and could therefore have non-mandatory affects over some redevelopment(s) but await the draft version of NZS 4121 amendments before commenting further. We are also aware that suggestions exist to make the provisions of NZS4121 mandatory.

Ethical Compliance.

Much of our business comes to us through sign manufacturers sub-contracting specialised aspects of sign-making to us.

We therefore add and confirm that no request has been received from any person or organisation, requesting us to reserve our products or services insofar as this project is concerned. Accordingly we are not restrained from direct contact with Council on

this matter and as a consequence of this possible direct-relationship, we can guarantee that no mark-up can be applied by an intermediary or retail-supplier.

NZ Human Rights Commission

In December 2012 The Human Rights Commission of NZ launched its latest publication entitled "Better Design and Buildings for Everyone". This details areas where deficiencies in compliances issues have been identified and how these discriminate against persons with disability which, as they point out can include people "who have long-term condition or health problem, senior citizen, those with temporary injuries or illness, and those who use push-chairs for children." We were privileged to be invited to the launch of this new publication on December 3rd, - and to hear briefings given on new compliance measures and possibilities.

(We have since met with the Chief Human Rights Commissioners David Rutherford (and others) to further the concept we have introduced under the subject of QR codes / TPO signage.). This concept is world-first and like the Commissioner, we wish to make Christchurch the launch-pad for this innovative and 21st Centaury use of technology for accessible signage.)

Te-Reo Maori

We believe we are the only sign company to issue a standard range of disability signage that covers both Maori and English. These show both Text and Braille

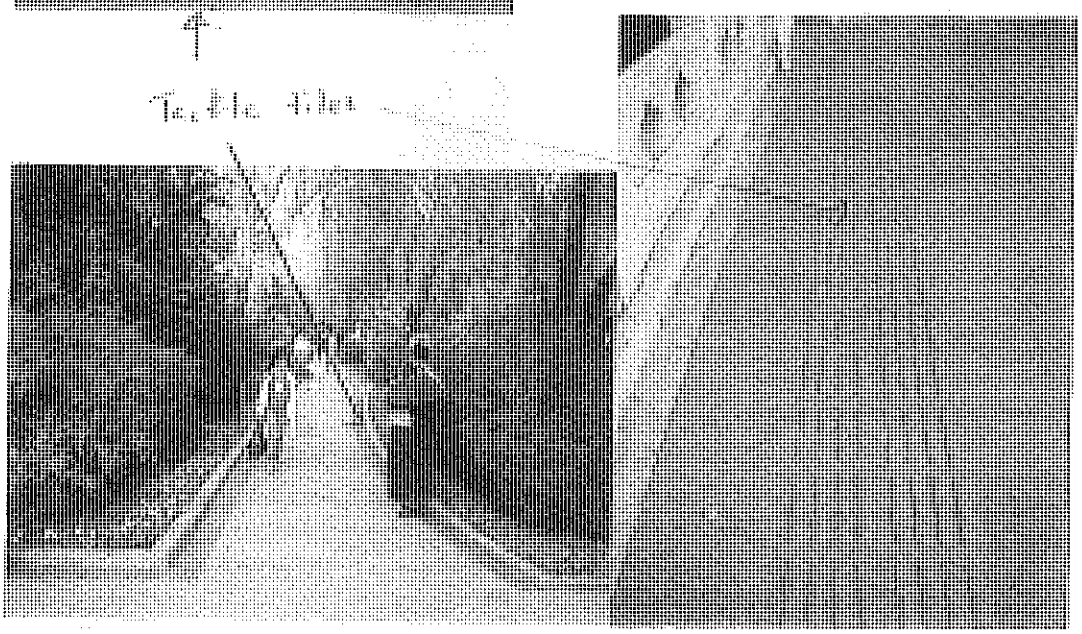
Compliances stemming from the Canty. Earthquakes and CERA Act

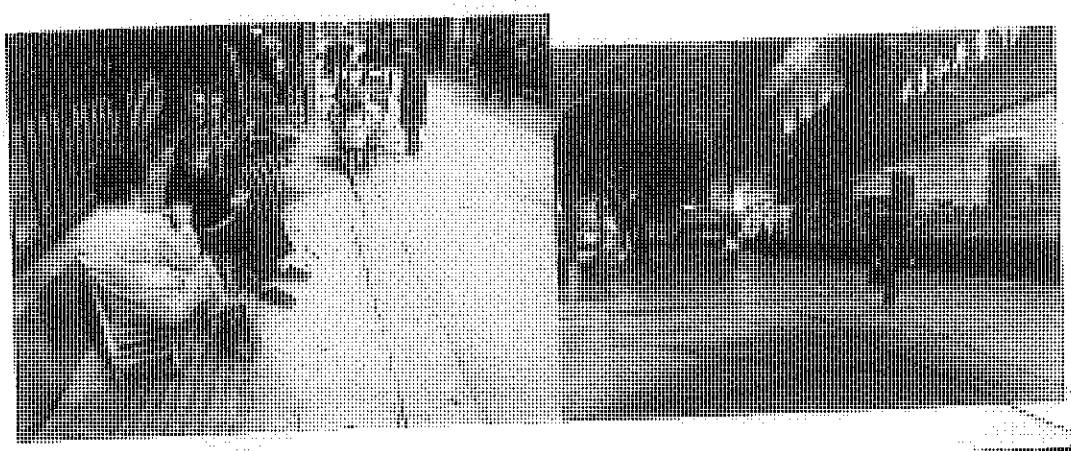
As previously indicated we are aware The Canterbury Earthquake Recovery Authority (CERA) Act 2011 requires; - (we quote from the Human Rights Commission Document entitled Better Design for Everyone: Disabled People's Rights and the Build Environment"): -

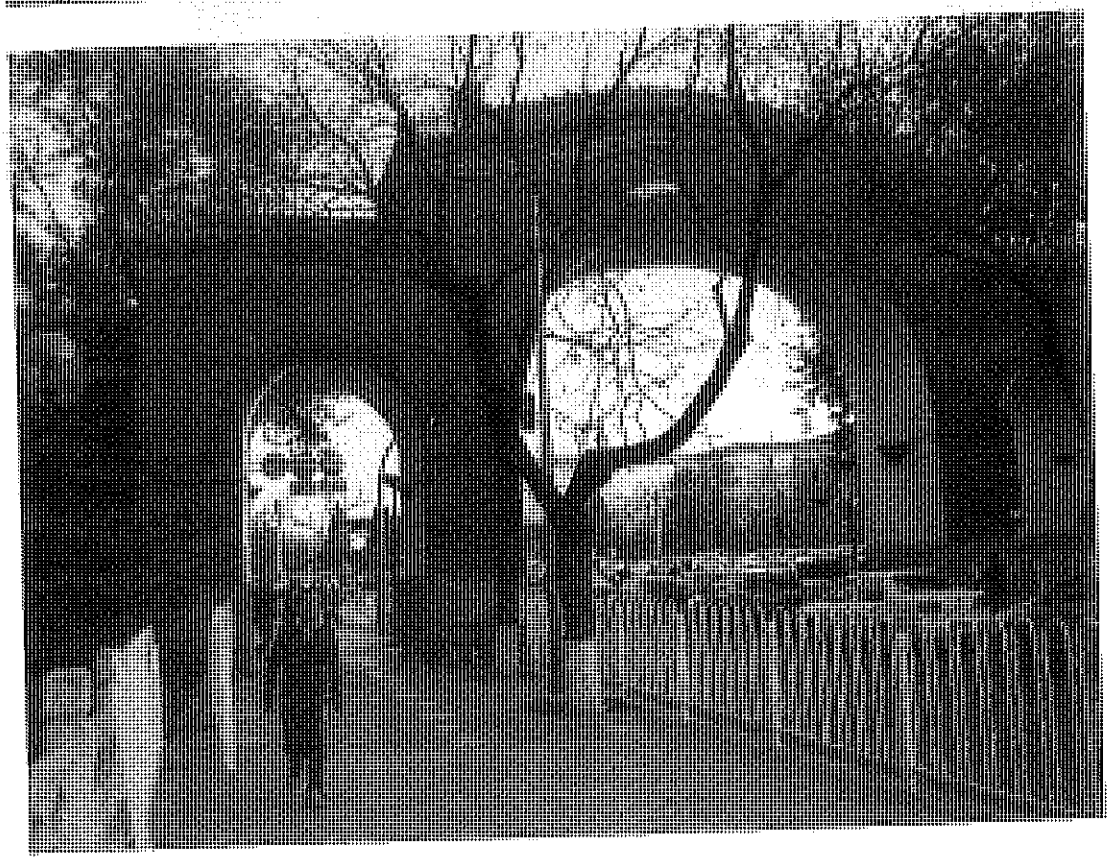
"*...that recovery plan rebuilds, give effect to the NZ Disability Strategy and the Ministerial Committee for Disability Issues has agreed to focus the National Disability Action plan on the Canterbury earthquake recovery. This could therefore become the precursor of what may become standard, especially given the fact the international committee that monitors government performance under the International Covenant on Economic, Social and Cultural rights recently recommended that the NZ Govt adopt a human rights approach to reconstruction efforts and seize the opportunity....to apply designs which enable persons with disabilities access on an equal basis with others to the physical environment, facilities and services provided to the public".*

Tactile walking surfaces

Visitors to cities in China cannot help but be impressed by the use of tactile walking tiles along pavements to aid and direct sight impaired persons. Western Cities have been left well behind by the manner in which China has made provision for its aging and sight-impaired citizens and visitors. When the tactile tiles are in the centre of pavements they also serve as a sub-conscious divide between 'coming and going' pedestrians. We attach photographs that illustrate what we submit should be considered along key pavement areas of the rebuilt Christchurch. We also advocate that should our "QR/Smart-tech / TPO" system be used to create the most accessible city in the world, that tactile surfaces / tiles etc, be used to indicate where the TPO Information gateways are located.







Photographs taken by the author of this submission in Beijing, Shanghai and Xian.

Appendices:

Appendix 1.

Be Accessible: (www.beaccessible.org.nz)

Be Accessible is a social-change, campaign / movement with a vision for a 100% accessible environment. Its CEO is Minnie Baragwanath.

It is managed by the Be Institute whose founding partners were Auckland City Council, Auckland District Health Board, Auckland University of Technology. The Institute Board is chaired by John Allen CEO of Ministry of Foreign Affairs and Trade.

Be Accessible has gained considerable momentum toward creating a world in which every person, building and community is truly accessible.

Appendix 2.

We attach the Submissions Form downloaded from the CCDU website. Where appropriate, we have indicated reference to sections of our written comments.

An Accessible City

CERA Canterbury Earthquake Recovery Authority

Christchurch Central Development Unit

ubmission Form

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

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

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

e shaded box 'Preface' on Page 5 of the publishes booklet espouses 'Accessibility' in ms of inclusiveness for all, disabled persons included and the CERA Act 2011 mandates eporation of the NZ Disability Strategy. Nowhere however is this mentioned or principles advocated. There is therefore a disconnect between what is contained the CERA Act, the New additions to the NZ Building Code, the objectives ated by the Human Rights Commission (to make Ch.Ch the most accessible City in the rld - and this Document for Discussion. We have set out to address these ommissions d suggest solutions that will allow the anomolies to be addressed.

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

e have focused on the Section relating to Signage only. This is the area of r involvement and expertise. We have discussed a new development we are gaged in (and hold a provisional patent for) and believe this concept would not ly future-proof signage and information systems, it would also allow Ch.Ch. become a global leader in innovation and accessibility fields by introducing e World to new-wave signage and information systems, tourist and visitor formation plus safety, emergency and accessible signage.

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

e have commented on making signage and information systems multi-lingual and cross multi-disabilities and therefore highly advantageous to foreign tourists, isitors, elderly, and less mobile persons visiting our city.
o mention is made of tactile paving to aid the sight impaired and we have cluded photographs to illustrate such as in China.
othing is included in the Section of wayfinding/signage that interrelates with 28 4121 and the recent addition to the Building Code regarding the way Accessible signage must integrate between what is shown inside a building and to guide persons to safety when they exit a building.

An Accessible City
He Taone Wātea

CERA Canterbury Earthquake Recovery Authority

Christchurch Central Development Unit

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

These are stated in the previous page together with suggested solutions etc that we have outlined in our written submissions.

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.ccdu.govt.nz

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

Your contact details

Full Name:	DAVID W. R. GOWER
Organisation (if applicable):	BRAILLE SIGNS LTD
Postal Address:	P.O. Box 516 CHRISTCHURCH.
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.ccdu.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.

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.

BUS & COACH ASSOCIATION NEW ZEALAND

Submission

By

Bus and Coach Association

To

Christchurch Central Development Unit

CHRISTCHURCH CENTRAL RECOVERY PLAN:

AN ACCESSIBLE CITY

30 January 2013

Bus and Coach Association
L3 Tourism & Travel House
79 Boulcott Street
P O Box 9336
WELLINGTON 6035
Telephone:0-4-499 7334
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BUS & COACH ASSOCIATION NEW ZEALAND

I INTRODUCTION

1. The Bus and Coach Association of New Zealand (**BCA**) is a voluntary industry organisation that represents all areas of the bus and coach sector. This sector includes: urban buses, school charter services, long distance coach services and charter operations, tourism, and other businesses associated with the industry such as vehicle, equipment, and service suppliers.

2. The BCA is the only body representative of the interests of the bus and coach sector specifically. Our membership accounts for over 6,000 vehicles, and includes every major bus operator in New Zealand, ranging from the largest bus company in New Zealand with over 1000 buses, to many single vehicle operators.

3. The BCA and a number of member operators met with the CERA transport team in Christchurch on Wednesday 23 January to discuss the Accessible City document in detail. The BCA found this session highly informative, and the discussion at that meeting has heavily informed the BCA's submission.

II SUBMISSION

A. Bus Priority Measures

4. At the 23 January meeting the BCA raised concerns around the provision of bus priority lanes throughout the city.

5. If the overarching goal for transport in the redeveloped Christchurch includes increasing public transport use, it is vital that priority measures are included to help ease the flow of buses through the limited central city routes. Bus priority lanes and measures have the twofold benefit of increasing the efficiency of the bus network, and sending a clear signal to those driving cars that, where possible, public transport is a more appropriate mode.

6. The Accessible City document notes that :

> "Public transport routes and infrastructure will encourage bus travel to and from the central city and will be able to support a significant increase in bus use in the coming decades"

7. The BCA submits that in order to realise this objective, it is essential that priority measures are retained and built upon within the Accessible City redevelopment work. The BCA further submits that the CERA transport team look broadly at all bus routes throughout the city to determine whether additional priority measures could be included, or existing measures optimised, to enhance network efficiency.

B. Coach Parking

8. Issues surrounding coach parking can be loosely grouped into: (1) pick-up and drop-off parking (drop-and-go), and (2) medium term parking (layovers).

a. Drop-and-go Parking

9. Christchurch operators have noted that drop-and-go parking is and will continue to be an issue at particular high volume times of the day, or 'peak coach periods'. These peak periods centre around 7:00 – 9:00am and 5:00 – 7:00pm, and are created by long distance service runs from Christchurch to surrounding regions which precipitate morning coach departures and evening coach arrivals.

10. Peak coach periods in Christchurch can see around 7 to 8 coaches arriving at the bus interchange simultaneously. Upon arrival, coaches need to be able to embark/disembark passengers reasonably quickly to avoid infringing on traveller itineraries. Clearly then, if coaches are to converge at the bus interchange and integrate with public transport, some provision needs to be made to ensure they can park effectively in or around the interchange.

11. As coach passengers will typically have luggage, the footpath embarking/disembarking areas developed for coaches will need to be of sufficient breadth to allow passengers to wait with luggage and non-bus passengers to pass through waiting passengers. The physical dimensions of coaches and coach turning circles will also need to be addressed (rough measurements are discussed later in this submission under the Bus Interchange heading).

12. The BCA understands that space restrictions are likely to inhibit the development of 8 coach-specific spaces in and around the coach terminal. However, a reasonable level of coach parking and proper design should alleviate a great deal of coach congestion. To that end, the BCA operators wish to be closely consulted as part of any coach parking development to ensure that the practical implications of moving through the parking area are accounted for.

13. An example of a well designed and run coach parking area is the SkyCity coach parking area in Auckland, where ample coach parking is provided and coach movements through the parking area are relatively fluid. Further, general information on the technical and spatial requirements of coach parking can be found in the "Christchurch City Bus Stop Guidelines" – a component of the broader Christchurch Infrastructure Guidelines. The Bus Stop Guidelines document includes information on bus stop dimensions, bus stop layout and facilities, and requirements for boarding vehicles, and can be found at the following link:
http://www.buspriority.co.nz/Measures/BusStopGuidelines.pdf

b. Medium Term Coach Parking (layovers)

14. Layover parking is necessary where a coach drops passengers into the city and is required to wait some time until passengers return to the vehicle as per the trip itinerary. During this time drivers will typically use restroom facilities and break for a meal. Layover parking is in particular demand where coaches are required to pick up and drop off cruise ship passengers in high volumes.

15. Layover parking at the museum or other sightseeing precincts, although ideal, is not essential. Provided that coaches are able to quickly drop passengers off at their intended location, the coach can travel and park at an alternative location before returning. However, there is a lack of such locations at present, and no sufficiently large, designated coach layover area currently exists.

16. At the January 23 meeting a suggestion was put forward that the parking areas surrounding the proposed stadium development be examined for use as mixed-use areas that include layover coach parking, as the stadium car parks are likely to be mostly vacant during coach layover times. The BCA fully supports exploring this suggestion further.

17. The BCA Canterbury Branch is currently in discussions with Christchurch City Council concerning the increasing need for coach parking at the Museum/Botanic Gardens car park. This demand is particularly pressing on days when cruise ships arrive. Additional parking facilities in this area may need to be explored further in conjunction with work carried out by the CERA Transport team.

C. Bus Interchange

18. Alongside the general concerns surrounding parking and embarking/disembarking passengers in and around the interchange, a reasonably straightforward concern for operators is that the interchange is both appropriately constructed for existing mass and dimension requirements, and future-proofed for potential weight and dimension increases and changes in the vehicle fleet. To address this concern, the interchange parking areas, floor strength, and turning areas will need to be appropriate for modern bus and coach design, and be able to accommodate larger vehicles (such as double-decker and articulated buses) which may be brought into service sometime in the future.

19. Rough (maximum) dimension guidelines for buses and coaches are as follows:

Standard Bus

Length:	13.5 metres
Width:	2.5 metres
Individual axle mass:	10 tonnes (potentially)
Required turning circle:	25 metres

Articulated (bendy) Bus

Length:	18 metres
Articulation point:	Not further behind the rear axis of the front section than a distance equal to 40 percent of the wheelbase of the front section

Double Decker Buses

Height:	4.25 metres (potentially greater)

20. These figures should be considered as a guide only; an independent engineering report should clearly be sought. The BCA would also support direct consultation with operators (and the testing of member vehicles) to ensure the robustness of any design. As additional reference material, the following NZTA resource provides tracking curves for vehicles turning through a range of different angels at different radii: http://www.nzta.govt.nz/resources/road-traffic-standards/rts-18.html.

21. As a final comment on the physical design of the interchange, the BCA submits that the interchange should provide for line of site visibility between coach, taxi and public transport areas. Such visibility will help to create a more integrated transport hub.

a. *Ticketing Offices*

22. The location and provision of a tour coach ticketing office or offices within the bus interchange needs to be considered. Larger coach companies require such offices to handle ticket sales, along with operational requirements and the retail of tourism products.

23. As the BCA understands it, the CERA transport team has not yet delved into the specifics of ticketing offices, but is interested in hearing more from the BCA and operators. Models for ticketing offices exist throughout the country, and, as with other aspects of the interchange's design, Christchurch operators have expressed a willingness to be involved in the planning of an office or offices. Importantly, leasing arrangements for ticketing offices (if any) will need to be considered and communicated to operators well in advance of the completion of the interchange, as

some operators have been working on short-term office arrangements post the earthquake.

24. The BCA would like to draw attention to the submission put forward by InterCity Group that sets out its need for detail and certainty surrounding the provision of ticketing space within the interchange.

D. Other Considerations

25. The BCA would like to briefly note further points made by operator members:

- In order to ensure that the future use of double-decker buses is not precluded, design restrictions on building verandas will need to be considered to avoid bus-to-building impact hazards.

- Turning areas within the central city should provide adequate curvature to allow fluid bus movements without step-outs that require larger vehicles to cross the centre line to negotiate street corners and intersections.

- Traffic calming devices should not force public transport to shift lanes or interfere with public transport generally.

26. The BCA would like to thank the Christchurch Earthquake Recovery Authority for the opportunity to make this submission. As noted throughout the submission, the BCA and its member operators are very interested to remain a close partner to CERA throughout the redevelopment of Christchurch's transport network.

Philip Manning
Chief Executive Officer

withheld under section 9(2)(a)

SUBMISSION TO CHRISTCHURCH CENTRAL DEVELOPMENT UNIT

CHRISTCHURCH CENTRAL RECOVERY PLAN- AN ACCESSIBLE CITY – DRAFT FOR CONSULTATION.

From the Cancer Society, Canterbury West Coast Division Inc.

Cancer Society
Te Kāhui Matepukupuku o Aotearoa

Health begins where we live, work, learn and play.[i] Therefore, the Draft Transport Plan – 'An Accessible City' has the potential to influence the health outcomes of our communities. Healthy environments are ones that have considered the arrangement of buildings, open spaces and transport networks with the interaction of residents, workers and visitors.[ii] The Christchurch Central Recovery Plan's 'An Accessible City Draft Transport Plan' offers an exciting opportunity to rebuild Central Christchurch as a stronger and more resilient city offering sustainable transport and physical activity options in the face of future uncertainties. The Cancer Society congratulates the Christchurch Central Development Unit and key partners in its goal to develop a 'more accessible and safer built environment'. We thank you for the opportunity to comment on this draft plan.

The Cancer Society particularly acknowledges the draft plans commitment to providing a 'wider range of activities' (P5) to support public transport, walking and cycling and would like to outline three core areas that are relevant and applicable to each part of the draft transport plan.

1. Supporting Physical Activity and Nutrition. How cities are designed impacts upon both the physical and mental wellbeing of residents, workers and visitors alike. In addition to influencing transport choices and recreational opportunities, the built environment can play a significant role in promoting healthy lifestyle choices.

2. Maintaining and developing the Council's current smokefree policy.
   We support a continuation and promotion of the current smokefree policy adopted by the Christchurch City Council (CCC) and encourage consideration of extending the current smoke free policy to include all beaches; all fresco/outdoor dining areas; bus exchanges and transport hubs.

3. Planning for a SunSmart environment. The way our region's infrastructure is designed has a huge role to play in determining how much ultra violet light radiation

exposure the public receives. Ensuring sufficient shade availability is a visually attractive, simple and cost effective way to help ensure the future health and wellbeing of the community by reducing the risk of skin cancer.

Why are these issues important?

Supporting Physical Activity and Nutrition.

New Zealand is affected by the 'obesity' climate, indeed research highlighted in a recent volume of The Lancet, that Worldwide...physical inactivity causes 6% of the burden of disease from coronary heart disease, 7% of type 2 diabetes, 10% of breast cancer, and 10% of colon cancer.[iii] The World Health Organisation stated that Global Deaths per year due to physical inactivity amounted to 5.3 million, a greater risk to public health than smoking which attributed to 5.1 million of global deaths.[iv]

CCDU has an opportunity to futher develop its stature as a health system employer where they can "...model employer practices to encourage active and public transport, as well as sustainability. Not only do such practices set an example for other employers, they also benefit the health system in that physically active employees are more productive."[v]

The Cancer Society is pleased that the Draft transport plan includes the commitment to create 'better streets for pedestrians' (P8) with the Core becoming a pedestrian friendly area where 'traffic is slowed' giving priority to pedestrians (P8 Para 2) this will more than likely encourage greater walking activity amongst residents and visitors and may encourage employees to spend more time walking during breaks in their working day. Indeed recent research in Australia has highlighted the fact that neighborhoods where 'walkability' is embedded tend to have higher levels of walking and other physical activity amongst the community. The research also found that public health campaigns to promote increased Physical activity were more successful in neighbourhoods with good 'walkability' planning than in lower 'walkability' neighbourhoods.[vi]

Plans to separate cycle lanes to allow 'safe routes for all users' (P10 Para 2) are to be commended but Cancer Society would encourage a stronger commitment to separate cycling lanes than merely stating that they will be used 'where necessary'.

Providing Cycle storage facilities and routes that are 'simple for people to understand and use' (P13 Para 5) will hopefully encourage transport users (locals and visitors) to incorporate cycling and walking within their planned transport routines. Cancer Society is pleased to note that additional on road cycling on Manchester Street and additional footpaths and cycle lanes will be developed in the frame. (P13).

Contra flow cycling and walking routes that will run along south side of Tuam Street will hopefully enable cyclists and pedestrians to benefit from increased safety. Main street development as priorities for walking and cycling (p12) where traffic will be slowed is a positive move which could help increase numbers of people incorporating cycling and walking more within their daily / regular routines. In addition, family cycling may become a more attractive option as cycling opportunities become more readily available and are viewed as safer activities. Increased family cycling would have a positive effect on the health and wellbeing of children.

In 2010, the Global report on Physical Activity and Health stated that maintaining high amounts and intensities of physical activity starting in childhood and continuing into adult years will enable people to maintain a favourable risk profile and lower rates of morbidity and mortality from cardiovascular disease and diabetes later in life.[vii]

We are pleased that a 'super stop' is to be located near to the hospital with good pedestrian access to the Metro Sports Facility and Health Precinct. Ease of access is a key motivating factor in people's physical activity choice and in accessing health care.

Alcohol a 'growing' concern.

The Draft Transport Plan refers to the vision for main streets to support retail and mixed use development' (P12) and Cancer Society New Zealand would encourage CCDU and key partners to balance this aim with outcomes to improve the public health and wellbeing of the Christchurch Central community. We would encourage you to be mindful of the harm that alcohol can cause to public health and social cohesion and consider this within the planned redevelopment of Main streets to provide a balance of licensed and non licensed commercial properties, providing opportunities for residents and visitors to socialise and meet in alcohol free environments.

The Cancer Society of New Zealand (Cancer Society) has recognised the growing International importance of the relationship between alcohol and the development of some Cancers. A vast array of epidemiological evidence is available to support the correlation between alcohol and cancer. The World Cancer Research Fund report on Food, Nutrition and Activity and the prevention of cancer has stated ... "Evidence that alcoholic drinks of any type are a cause of various cancers has, on the whole, strengthened .The evidence that alcoholic drinks are a cause of cancers of the mouth, pharynx, and larynx, oesophagus, colorectum (men), and breast is convincing. They are probably a cause of colorectal cancer in women, and of liver cancer....and that ... Alcohol and tobacco together increase the risk of these cancers (mouth, pharynx, and larynx) more than either acting independently"[viii].

Indeed Professor Jennie Connor, head of preventive and social medicine at the University of Otago, highlighted in a 2011 article for The Listener that "...recent research has concluded there is no safe dose of alcohol when it comes to cancer. For a common cancer such as of the breast, four or more drinks a day raise the risk by 50%".[ix] Research conducted as early as 2004 found that the location of alcohol outlets affects health outcomes. "There are increased rates of injury, violent crime and other alcohol-related harm in areas where there is a high density of alcohol outlets".[x]

With regards to opportunities for the plan to impact upon Physical Activity and Nutrition, Cancer Society would urge Christchurch Central Development Unit and key partners to:

- Consider commercial development that encourages 'low risk' drinking behaviours amongst the community to protect the health and wellbeing of its citizens.
- Incorporate findings from the recent Christchurch City Council community consultation regarding the development of Local Alcohol Plans. This consultation encouraged community members to have an 'active' say in how alcohol affects their own community.
- Provide a balance of commercial development which promotes alcohol free environments.

- Limit the number of premises licensed to sell alcohol (on license and off license) within the Christchurch Central development area to a level that supports community feedback offered during the Christchurch City Council community consultation regarding the development of Local Alcohol Plans.
- Encourage building proprietors to further enhance CCDU aspiration for Building developers to provide 'cycle parking' in their buildings by encouraging them to promote this to employees / tenants as part of their corporate responsibility and commitment to employee health and wellbeing.
- Publicise / make available cycle loan / purchase schemes to major employers within the Christchurch Central zone.

As other road users (including pedestrians) may not expect contra flow cycle lanes where cyclists are travelling in the opposite direction to the main flow of traffic, clear road markings and/or signage will need to be prominently displayed.

Maintaining and developing the Council's current smokefree policy.

The World Cancer Research Fund report referred to earlier in this submission (P3) highlights the combined effect from alcohol and tobacco on the development of some cancers, Cancer Society New Zealand would also like to take this opportunity to endorse the Smokefree Canterbury commitment to achieving a Smokefree New Zealand by 2025 and trust that the Draft Transport Plan – An Accessible City, will support the Councils commitment to retain its Smokefree areas policy for all parks, playgrounds, sports grounds and council events and for any open space development referred to as part of this draft plan.

A Smokefree environment for Christchurch Central is consistent with promoting public health and well-being. Studies from both New Zealand and Australia indicate growing public acceptability for Smokefree outdoor areas, with over half councils in New Zealand alone now having adopted policies designed to promote Smokefree environments. Locally, a survey conducted by Smokefree Canterbury in 2012 suggests that extensions to the existing policy would be well received within local communities.[xi] Indeed another local piece of research conducted by Smokefree Canterbury found that 73.9 % of community members surveyed (total 205 surveyed) supported the Council making further outdoor areas Smokefree. In addition, responding to the question of whether they supported specific public areas going smokefree, outdoor dining (73.9%) and outdoor malls (72.8%) received the most support.[xii]

With this in mind, there are many opportunities within the plan, via Improved streetscapes (P17), potential laneways within the Core (P9), people friendly and pedestrian priority areas within central city and the core (P5), slow core streets (P8 image) and improved walking and cycling infrastructure to provide practical ways in which CCDU can demonstrate a commitment to Smokefree principles.

Cancer Society would urge CCDU to:

- Utilise the 'Way finding' clear signage system to embed Smokefree signage, publicising Christchurch City Council's commitment amongst motorists, cyclists, pedestrians and visitors.
- Encourage Building proprietors and tenants to promote Smokefree messages to tenants/ employees as part of their corporate and employee responsibility.
- Encourage business establishing a 'home' in the Christchurch Central Zone to adopt and promote 'Smokefree' policies for outdoor activity including 'outdoor dining' and outdoor event management.

Provide and promote Smokefree and Tobacco free public health information at key transport hubs including the Bus Interchange and Super stops.

Planning for a Sunsmart Environment:

The way our region's infrastructure and built environment is designed has a huge role in determining how much ultra violet radiation (UVR) exposure the public receives. 'The Draft Transport Plan – An Accessible City', provides a significant opportunity for CCDU and key partners to significantly improve sun protection by increasing the availability of shade in areas where people congregate.

Skin Cancer is the most commonly diagnosed cancer in New Zealand[xiii] and we have the highest death rates of melanoma in the world.[xiv] Over 90% of all skin cancer cases are attributed to excess sun exposure and can therefore be, in large part, prevented through appropriate sun protection[xv]. Shade is an important component of this and thus, both the natural and built environment can have a large influence. As Christchurch Central Development Unit (CCDU) is committed to implementing 'environmentally sensitive solutions' (P6 Para 2) with regards to road network and streetscape upgrades, Cancer Society would encourage you to incorporate tree and plant species that offer maximum shade coverage to employees, residents and visitors, including those who are cyclists and pedestrians in the city.

This has heightened relevance for the draft transport plan as the proposed system encourages 'people friendly places' within the central city and by making the 'Core' a 'pedestrian-priority area'...'enhancing landscapes'(P5 Para 5).

Whilst the Christchurch City Council (CCC) can not be expected to control the public's behaviours in relation to SunSmart, it does have a role to play in providing safe environments and UVR exposure is a recognised safety hazard. Minimising public exposure to UVR would thereby help CCC meet its obligation under the 1956 Public Health Act to promote and protect public health.

Cancer Society is really pleased to see that the Draft Transport Plan includes good consideration of shade with facades for shade over building entrances, tree planting, and use of umbrellas in seated areas (illustrations for typical Main Street – after Page 12) but would also recommend the following in relation to SunSmart planning within 'An Accessible City':

- Adopt a systematic process for planning shade for all locations where the public are exposed to the sun. Peak UVR periods are from September to April, especially between 10am to 4 pm thus these are time periods when effective shade options are most crucial.
- A mix of built on natural shade be incorporated, with particular attention being paid to ensure sufficient built shade is provided early in the development stage whilst trees are in early growth stages.
- Where providing natural shading within multiple use areas (core encourages both vehicle and pedestrian use) we advise that the species of tree and plants to be incorporated throughout transport hubs and improved pedestrian areas are those that provide maximum shade. (See P 8 Typical slow core street illustration-after)
- Development of 'people –friendly places' and 'pedestrian-priority' areas are suitably located under/ within shaded areas. Although it is clear through the Typical slow core street illustration -after (p8) that a range of shade options are included in the draft plan it is less clear to see how appropriate shade coverage is to be offered to cyclists from areas on main cycle routes connecting to the 'core' and Main Street areas.
- Make available SunSmart public awareness raising materials at prominent locations and facilities highlighted in the plan such as 'super stops' and the Bus Interchange where the plan is committed to providing 'quality information' (P14 Para 1).

Contact Details / Author of this submission
Amanda Dodd
Healthy Lifestyle Advocate
Cancer Society of New Zealand
Canterbury West Coast Division

Withheld under section 9(2)(a)

On behalf of the Cancer Society of New Zealand, Canterbury West Coast Division Inc.

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[xv] International Agency for Research on Cancer. (1992). IARC Monographs on the evaluation of carcinogenic risks to humans. Solar ultraviolet radiation. Lyon: IARC.

Withheld under section 9(2)(a)

From: on behalf of Darron Charity

Withheld under section 9(2)(a)

Sent: Thursday, 31 January 2013 4:50 p.m.
To: transport (CCDU)
Subject: An Accessible City

Dear CCDU

I am submitting some commentary and thoughts on reflection and review of the Christchurch Central City Recovery Plan – **"An Accessible City"** draft document issued for public consultation. I am submitting of behalf of the Canterbury Cycling Development Trust in my capacity as Chairman.

Key points for your further consideration with the plan are:

1. A seamless cycling network link from the University, across Hagley and down the length of Armagh St will further encourage utilisation from commuters on cycles from the North and West, into the central city.
2. Tuam St is currently proposed as a "Main Distributor" for general transportation. It is also proposed as a "Key Cycling Route". The two will struggle to mix. There are no shown / visible provisions for the physical requirements of a Key Cycling Route in the proposed plan. Suggest moving this key route into the middle of the South Frame, where it could be weaved in and out of existing / new buildings within the greening space.
3. It is suggested safe access paths will be provided for, across the four avenues " Fitzgerald Ave, Moorehouse, Deans Ave and Bealey Ave". There is no examples of what this safe path looks like or how it works / is integrated with these busy intersection and major transport arterial confluences. Please provide some working examples for consideration and feedback.
4. Please consider forming a "Key Cycling Route" down the length of Madras St, as this provides a major feeder route for the cycling community into the central city from Moorehouse Ave and Milton St in particular. Both of these roads service the south and south east of the city.

I would be happy to receive the additional information as requested for dissemination into the cycling community. Please feel free to contact me with any further cycling / active transport related consultation.

Regards

Darron Charity
Chairman
Canterbury Cycling Development Trust

CANTERBURY CYCLING DEVELOPMENT TRUST

Canterbury
District Health Board
Te Poari Hauora ō Waitaha

Submission from Community and Public Health

A division of the Canterbury District Health Board

January 2013

Christchurch Central Recovery Plan – An Accessible City

☐ Yes **We wish to be heard on this submission**

Person Making Submission

Dr. Alistair Humphrey
Public Health Physician
Community and Public Health
Canterbury District Health Board

Signed: A.R.G. Humphrey

Date: 1st February 2013

Postal Address
Community and Public Health
Healthy Physical Environments
PO Box 1475
Christchurch 8140

Phone **Fax**

C Withheld under section 9(2)(a)

Thank you for the opportunity to submit on "An Accessible City –Christchurch Central Recovery Plan". This is an important piece of policy which will have major impacts on the health and wellbeing of the Christchurch population. The plan acknowledges the significant health, environmental and economic advantages of having a city that is easy travel around. Congratulations to all staff involved with the drafting of this document.

Although the document is titled 'An Accessible City' the focus is dominated by mobility issues. Mobility is an important, but not the only, component of accessibility. Examples of other components of accessibility include affordability, perception of safety, and overall comfort in the environment. The availability of public toilets that are safe, clean and able to be used by those with disabilities is a limiting factor for many people. [1] These issues may be addressed in other areas of the city plan but they are so important that they are worth reiterating.

[1] See Dr Clara Greeds work for detailed guidance on this issue. http://www.amazon.com/Inclusive-Urban-Design-Public-Toilets/dp/075065385X

There is international interest in Christchurch's approach to its rebuild and how a sustainable adaptable city which is able to easily mitigate the effects of natural disasters and climate change within the bounds of limited resources will be created. Christchurch is not unique in its opportunity of building a city from the ground up. We have evidence from cities built recently in China of the importance of good urban design and transport planning to high quality health and sustainability outcomes. [2] Evidence from more established cities such as New York demonstrates that changes in planning that support active transport and inclusive design can mitigate health risks.[3]

The plan clearly presents a balanced case for all modes of transport, including Active Transport (AT) and Public Transport (PT). These are the transport choices that the Canterbury District Health Board is most eager to support. Building a city which strongly supports and encourages active and public transport is crucial for allowing the city to prosper economically and circumnavigate issues such as peak oil and preventable diseases such as Type 2 diabetes and some cardiac diseases, and support good mental health. A review of the recent literature (research and case studies) supports the economic value case for prioritising active transport in both transport and health sectors. [4] The opportunity of building from the ground up should be utilised as more than a best practice 'business as usual' plan – **Local government should make every effort to prioritise those decisions relating to accessibility and transport that will achieve the best outcomes from a public health and sustainability perspective.**

The links between transport policy and implementation and population health outcomes are well established. Active transport (AT) and public transport (PT) have direct links to public health by:

1) Enabling individuals to more easily reach their daily physical activity targets.
2) Reducing the need for individuals to own personal vehicles thus
    - Reducing vehicle emissions that affect respiratory health and contribute to greenhouse gases and climate change,
    - Reducing congestion thus creating a safer and more efficient road network
    - Increasing the proportion of available household income that can be spent on essential items such as nutritious food and power.
3) Enabling those who are for whatever reason unable to own and/or drive a car to access the amenities the city offers. These include elderly people, disabled people and children.

The indirect links to public health are too numerous to include here but are canvassed in the A 2010 literature review titled 'Wider health and wellbeing impacts of transport planning'[5]

We also strongly recommend the following documents to those responsible for this accessibility plan"

- Active Design Guidelines – New York City (2010)[6]
- A recent NZTA research report 'Demand for transport services: impact on networks of older persons travel as the population of New Zealand ages'[7]
- WHO's Checklist of Essential Features of Age-Friendly Cities[8]

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[2] Overweight, obesity and inactivity and urban design in rapidly growing Chinese cities.

http://www.sciencedirect.com/science/article/pii/S1353829213000087

[3] http://www.nyc.gov/html/ddc/html/design/active_design.shtml
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[5] http://ecan.govt.nz/publications/General/HIA%20Literature%20Review%20June%202010.pdf
[6] http://www.nyc.gov/html/ddc/html/design/active_design.shtml
[7] http://www.nzta.govt.nz/resources/research/reports/481/index.html
[8] http://w.who.int/ageing/publications/Age_friendly_cities_checklist.pdf

An Accessible City – Christchurch Central Recovery Plan 2013 Reviewer: Community and Public Health, Canterbury District Health Board. Date: February 2013

Submission Point	Discussion	CDHB recommendations/proposed amendments to the plan
Accessibility pg.5	The CDHB applauds the focus on people friendly built environments at the very start of the document (yellow box p 5) Accessibility needs to extend beyond mobility to also provide good facilities to the public such as sufficient park benches, rest areas and public toilets.	The plan states that there is a range of tools that can be used to prompt accessibility features. We recommend that this section is elaborated to include: • The particular tools that are to be used, • The process for utilising and assessing these tools, • Details on how developers will be encouraged and incentivised to use the tools • The process that will be followed when public money is being spent (e.g. on key note projects) to ensure that disability audits, inclusive design and accessibility draws are included in the final build? The CDHB recommends that these are considered in advance and publicised.
Transport pg. 5	The CDHB supports a transport system that will "support the creation of people friendly places within the central city by making the Core a pedestrian-priority area, reducing traffic speeds and enhancing streetscapes."	
Transport pg. 5	The CHDB supports the prioritisation of different routes for various modes which is in line with the Christchurch Transport Strategic Plan.	We seek clarification on who gets priority on roads which are used by a users of a number of different modes e.g. Tuam St which has prioritised routes for cycling, car travel and public transport. It is hoped that clear signage and street design will enable users to travel safely within this area.
Transport p-g. 4 -6	While currently vacant, the CDHB notes that the former Women's Hospital site may be redeveloped for health services in the future. As such, good accessibility to this site remains important.	The CDHB therefore supports the Plan's proposed retention of the 50km/hr speed limit in this location, Durham Street being classified as a Main Distributor street, the proposed two-way Salisbury Street and the proposed public transport route along Colombo Street.

Transport p-g. 5-6	The CDHB acknowledges the value of Te Papa Otakaro / the Avon River Precinct for central city amenity and walking and cycling. It will also support the proposed Health Precinct by enabling better connectivity between the Christchurch Hospital site and CDHB sites to the immediate south. However, the CDHB notes that in order to implement Te Papa Otakaro / the Avon River Precinct, access along Oxford Terrace will be restricted to service vehicles only. Currently vehicles (including ambulances) exit the Christchurch Hospital site onto Oxford Terrace. The CDHB understands future egress from the hospital site will be via Antigua Street.	The CDHB requests that efficient egress for Christchurch Hospital be provided for via Antigua Street. The CDHB would welcome the opportunity to be involved in the detailed planning for this – *please contact: Wayne Lawson, construction and Property Manager, Site Redevelopment on 03 0364 0153*
Transport p-g. 5-6	The CDHB notes the proposed change in function for Tuam Street (from two-way to one-way east-bound). As this road passes through the proposed Health Precinct its function and treatment will have an impact on the amenity of and movement to and through the Precinct.	The CDHB requests that the design of Tuam Street within the proposed Health Precinct provides for high quality safe connectivity, especially for pedestrians. The CDHB would welcome the opportunity to be involved in the detailed planning for that part of Tuam Street.
Transport p-g. 5-6	The CDHB notes that the function and treatment of St Asaph Street (which borders the southern end of the proposed Health Precinct), will have an impact on the amenity of and movement to and through the Precinct and also the quality of connectivity with the proposed Metro Sports complex.	The CDHB requests that the design of St Asaph Street along the proposed Health Precinct provides for high quality safe connectivity, especially for pedestrians. The CDHB would welcome the opportunity to be involved in the detailed planning for that part of St Asaph Street.
Transport p-g. 5	To create a city that is renowned for its accessibility, we need to fully commit to the creation of cycle friendly and pedestrian friendly streets. Currently there is a perception that cycling is unsafe so to alter this perception it is critical that new infrastructure is put in place that allows for designated and separated wide cycle ways that are well integrated with the greater network[9]. We want to create a city where people use active transport or public transport as their preferred method of transport so therefore this must become a priority in the rebuild, this will result in a reduction in traffic congestion freeing up roads for business use, people will also be living more active healthy lives and it will be a drawcard for people desiring to live in the central city.	We support the prioritisation of cycle routes and their connections with the wider Christchurch cycle network. We recommend that new cycling and walking infrastructure is a priority right from the onset of the rebuilding of the city's roads so people are encouraged to cycle and walk within the central city.

[9] Kingham S., Taylor K., Koorey G. (2011) Assessment of the type of cycling infrastructure required to attract new cyclists. *NZ Transport Agency Research Report No. 449.* 152pp.

Walking pg. 8-9	We support the creation of the pedestrian-friendly areas especially streets designated as pedestrian only.	• In order to make streets accessible to everyone regardless of age or ability, we recommend that a universal design approach is taken will all transport projects. The use of a guide such as the New York City Active Design Guidelines[10] is recommended. • We would welcome the reintroduction of pedestrian scrambles (Barnes Dance) on any intersection which would have high volumes of foot traffic. This would allow pedestrians to cross safely in these areas. On all other signalised pedestrian crossings we suggest the countdown system. This encourages people to wait until it is safe to cross. • Key pedestrian infrastructure within the Central City must be well linked to pedestrian infrastructure out to the wider city in particular any intersection on the four avenues needs to allow for pedestrians to cross safely with adequate crossing times and have protected safety barriers on the avenues' median sections.
	The CDHB supports the identified walking and cycling link across the Antigua Street Bridge. The CDHB considers that this link is critical to achieving good north south connectivity for existing hospital facilities and proposed health facilities in the proposed Health Precinct area.	The CDHB requests that this link is maintained and enhanced as part of Te Papa Otakaro / the Avon River Precinct and the Health Precinct Master Plan.
	We support the creation of a high quality, safer walking network around the Core and wider central city and commend staff for including CPTED principles in designing a safer network.	• To enhance connectivity within the walking network – we suggest that Cranmer Street West be made a pedestrian walking link as this would link three important green spaces – Victoria Park, Cranmer Square and Hagley Park creating a green walking loop in the central city. • We encourage the planting of trees and vegetation along pedestrian walkways to provide shading for pedestrians and to mitigate any heat island effects from large paved areas.

[10] www.nyc.gov/html/ddc/html/design/active_design.shtml

Cycling pg. 10-11	It is great to see that consideration has been given for separated cycle and walking routes around the Avon River Precinct and the Frame. We are pleased to see that the City Council is working in conjunction with Vic Roads on trialling safety barriers on cycle routes	The CDHB recommends that: • The wording ""**Where necessary**" be removed from the statement "**Where necessary**, roads that are prioritised for cycling will have separated cycle lanes to allow safe routes." Designated separate cycle routes would decrease the number of potential accidents and encourage more people to cycle thus reducing congestion within the city. Segregation needs to be carefully done (e.g via visual barriers or at grade rumble strips or similar, rather than raised kerbs) where the cycling route mirrors key emergency service routes in order to enable private vehicles to move over to allow the passage of emergency vehicles. • Other than emergency routes, barriers such as kerbs or rumble strips are used to separate cycle lanes • Safe crossing points are created along the river and the avenues.
	There is a good range of key cycling routes around the central city that link in with existing routes.	The CDHB recommends that as much as possible the major cycleways link to the key activity areas and public transport interchanges in alignment with ECan's PT strategy. Better connectivity is needed with West-East connections. • As many people use the park as an access route, Armagh St should be made into a cycle route. • A park cycle route linking with Kilmarnock should be highlighted as a safer route to Riccarton rather than Riccarton Road • A cycle route from Riccarton along Riccarton Avenue to the hospital should also be created • There is little provision for cyclists coming from the east to the Public Hospital. We suggest that all of central Tuam Street be made cycling priority streets.
Main Streets p. 12	We support the introduction of 30km/hr zones in the inner areas	We recommend that further consideration is given to extending 30km/hr to any street designated as a cycle prioritisation route.[11] We recommend that consideration is given for introducing 30km/hr zones in retail precincts around the city e.g. Merivale and Riccarton shopping areas.
	We support the introduction of contraflow cycling lanes on Tuam Street once it becomes one way	To improve connectivity to the Polytechnic, we recommend the addition of contraflow cycle lanes along Madras Street by CPIT and also the introduction of pedestrian crossing points mid block on Madras Street

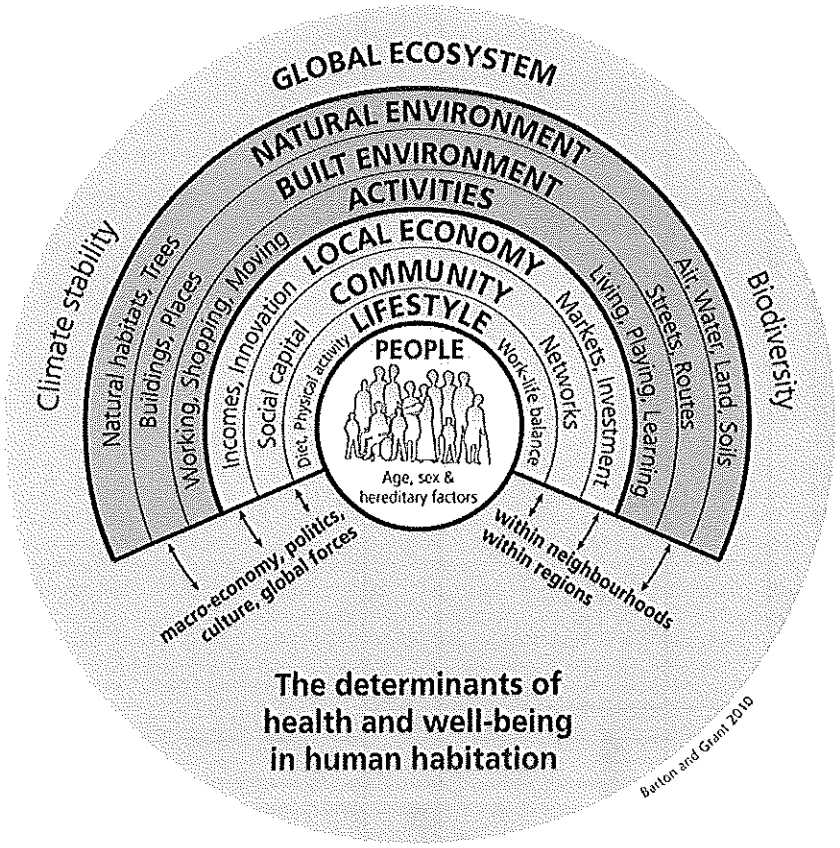
[11] Koorey G. (2011), "Implementing Lower Speeds in New Zealand", *IPENZ Transportation Group Conference*, Auckland, 27-30 Mar 2011, 15pp.

Public transport pg. 13	**Bus Interchange.** In 2007/2008 a health impact assessment was undertaken on the ChCh Transport Interchange and found that the exchange was unsafe due to layout, poor lighting, lack of safe crossing points. It is pleasing to see that the Plan is prioritising convenience and comfort in the design of the new interchange.	The plan should also emphasis the importance of safety in the new interchange. High quality pedestrian crossing facilities should be installed so that everyone has the ability to cross safely. People should also feel safe accessing and using waiting areas at any time of the day. The adoption of CPTED principles into the design of the interchange should help to deter dangerous behaviour.
	It is good to see that the new interchange will incorporate retail opportunities and cycle storage facilities into the design. These will encourage more people to utilise the exchange.	• The earlier HIA identified the need for a medical centre to be incorporated into the interchange as a way of people accessing services which otherwise might be difficult for them to travel to. • The CDHB also supports the proposed high-quality "super stop" near the Hospital and Health Precinct. • All bus interchanges should become bus & cycle interchanges where there is provision for cycle storage, lockers and showers. In particular the bus interchange located near the health precinct should include a cycle interchange. Employers in the health precinct and adjacent Metro facility could use a variety of incentives to encourage their staff to use AT and PT to get to work. An example is the Royal Brisbane Women's Hospital cycle centre[12].
	Public Transport Routes. High frequency services will encourage more people to utilise public transport, it is good to see that services will be running every 10 minutes at peak times. Given that many of its employees and visitors use public transport to access its facilities, the CDHB supports the location of the public transport network along Riccarton and Hagley Avenues and Tuam and St Asaph Streets.	**Inner city public transport:** In order to reduce the amount of traffic in the Central City, we encourage the reintroduction of the free shuttle service around the City Core and to key anchor points. We would also encourage the consideration of a free bike scheme. The CDHB has modelled this scheme for its own employees. This scheme could also be modelled by other large institutions in the central city. Drivers could be encouraged to leave the their cars at cheaper car parks at the edges of the centre of the city if there were regularly shuttles providing easy access to key destinations. We also recommend the introduction of shuttle services from suburban areas to major events at any of the anchor projects. This worked well in reducing the number of cars driven to large rugby events in 2012. All buses must have a 'kneeling' capacity to enable people with disabilities and the elderly to have equitable access to these services.

[12] http://www.agic-khub.net.au/uploads/49984/agic-northern-busway-case-study-smec.pdf

Parking pg. 18	Encouraging parking buildings to be built mid-block with more active ground floor frontages will mean that the ambiance of the streetscape will be retained.	Car parking buildings could also contain short term car rental options such as one hour hire and cycle hire options. These options would give more transport options to inner city residents who do not own cars. Parking buildings could also contain bike storage facilities.
Wayfinding pg. 19	Additional signage will be useful for give people assistance navigating city streets.	We request that way finding signage has estimated walking *times* as well as distances.
Cycle Parking pg.28	The CDHB supports the minimum cycle parking standards proposed (2.4.4)	
2.5.1 Commercial Car parking Building and Lots and Assessment Matter	The CDHB supports this rule and assessment matter in order to support high amenity streetscapes and encourage multi modal transport	
2.6.1 Car parking	The CDHB supports Clause (a) of this rule in order to encourage multi modal transport	

Community and Public health is the division of the Canterbury District Health Board which is concerned with the addressing 'determinants of health and wellbeing' – those factors which are on the causal pathway to health or disease.



The determinants of health are visually displayed in the diagram above which was created by Barton and Grant[13] for planners, to provide a focus for collaboration between practitioners of a variety of disciplines: planners, urban designers, public health professionals and ecologists across a number of topics e.g. transport. The map recognises that the health sectors role is primarily that of disease management. It is other sectors who create the policy and environmental conditions that create, promote or impair health outcomes.

Canterbury District Health Board is committed to working in a 'Health in all Policies'[14] way and we have staff available to assist with such work, including health impact assessments on policy and project work. Please do not hesitate to contact Sandy Brinsdon on 03 378 6814 if we can help in any way.

A 2010 literature review titled 'Wider health and wellbeing impacts of transport planning'[15] provides a short summary of the relationship between transport and thirteen determinants of health: safety, equity, cultural diversity, active lifestyles, healthy environments, accessibility issues for transport disadvantaged groups, food security, housing, social and community capital, economic development, resilient communities, sustainability concerns and neighbourhood amenities such as green spaces and cultural institutions.

[13] http://eprints.uwe.ac.uk/7863/2/The_health_map_2006_JRSH_article_
[14] http://www.cph.co.nz/About%2DUs/Health%2Din%2Dall%2DPolicies/
[15] http://ecan.govt.nz/publications/General/HIA%20Literature%20Review%20June%202010.pdf

Submission to the Christchurch Central Recovery Plan – An Accessible City

TO:	Canterbury Earthquake Recovery Authority (CERA)
NAME OF SUBMITTER:	Carter Group Limited and J Ballantyne & Co Limited
ADDRESS FOR SERVICE	Carter Group Limited

Withheld under section 9(2)(a)

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

We are generally supportive of the plan provisions proposed in the Accessible City Chapter of the Christchurch Central Recovery Plan.

The Recovery Plan recognises that the redevelopment of Christchurch requires the Central City to develop as a unique place to live, work and play. Overall it is considered that the City Plan provisions proposed reflect the different transport environment sought to be achieved in the Central City and the flexibility inherent in the provisions will encourage and support re-development to achieve that aspiration.

As the consent holder for the Outline Development Plan related to the BCG Retail Development, we are however concerned to ensure that any Transport Plan for the city must be consistent, integrated and in support of this significant development.

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

Specifically we support:

- the provision of private motor vehicle access into the city centre (an essential component in the redevelopment of a vibrant retail precinct).
- the relocation of the one way road from Lichfield St to Tuam St.
- the provision of well located and designed car parking buildings that are readily accessible.
- a revised roading hierarchy and road speeds which seek to encourage specific routes into the City and create differing traffic environments once there. It is accepted that there is a degree of compromise required in maintaining private vehicle access to the city whilst still creating a pedestrian friendly environment for people once they reach their destination. On the information currently available, we consider that the plan represents an appropriate balance between the various modes of transport required to achieve a well functioning and vibrant city centre.
- The relocation of bus lanes to specified streets. This will assist to create differing traffic environments and prevent the city being dominated by buses. The super stops are an important addition to ensuring that public transport is accessible from different parts of the city.
- The development of a "Boulevard" style streetscape for Manchester St (see Figure on page 14), provided this is sufficiently wide to create a good pedestrian environment with the possibility of cafe tables and the like on the western side of the road.
- The development of plan provisions that are generally more flexible and straightforward that the previous City Plan (pre CERA amendments) and which seek to support rather than hinder development within the City.

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

We consider that there are some aspects of the plan provisions which are unduly prescriptive and which may inadvertently hinder or restrict redevelopment of the City.

We consider that the following matters should be revisited by CERA before the plan is made operative:

- Disabled Parking: Rule 2.4.3 (a)

  It is recognised that the rebuild of Christchurch provides an opportunity to address previous deficiencies and to ensure that all people within the community are provided with appropriate access to the City. We agree with that objective and intends to develop the BCG Retail Complex in accordance with it.

  It is further recognised that accessibility including via disabled parking must be provided in a way that is meaningful and functional. We consider however that the wording of the current provisions is unduly prescriptive and may preclude optimal arrangements from being pursued.

  By way of example, based on the floor area of the BCG development (the subject of a consented Outline Development Plan) more than 30 disabled carparks would be required, all of which would be required to be located at the closest possible point to the entrance. Apart from the logistics of locating this number of parks close to one entrance there is also the issue of appropriately locating other forms of transport that also guarantee accessibility for other sectors of the community for example taxi drop off and pick up areas.

  It is considered that replacing the term "at the closest possible point" with the phrase "in close proximity" would retain the intent of the provision but allow greater flexibility to facilitate the optimal parking/drop of and pick up configuration.

  Further, it is considered that the adoption of a "linear" calculation for parking provision could benefit from further scrutiny. The outcome of this approach results in unnecessarily high parking requirements for large scale developments. A more sophisticated calculation matrix would ensure that economies of scale are adequately recognised for such developments.

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

- Cycle Parking – Rule 2.4.4

  We accept that the post quake environment provides the opportunity to develop a Central City environment more accommodating of a range of transport options. However, careful analysis of the rule proposed indicates the degree to which these provisions will result in onerous obligations.

  Using the consented ODP for the BCG development, Rule 2.4.4 Table 6, would require 464 cycle parks to be provided. With each cycle park equating to over 1sqm of space the development will be required to provide some 500sqm of floor area dedicated solely to the provision of cycle parking.

  Whilst it is accepted that these figures are based on research in other jurisdictions it is clear that in a Christchurch context they remain aspirational. While such levels of cycle parking may ultimately be required as cycling becomes more popular, experience suggests that it is unlikely that demand in the short to medium term will be at or near this level. The result will be that within the short to medium term dedicated cycling spaces will be significantly under utilised.

  Given the current plan provisions are designed to enable and encourage development **now** rather than in the future it is suggested the provisions be amended to provide a lower and more realistic cycle parking requirement with a view to increasing this requirement in subsequent plans if necessary. This approach would have the added benefit of providing a "first mover advantage" to developments that progress earlier thus enhancing the rebuild effort.

  As with disabled, parking introducing a non-linear calculation should also be thoroughly investigated.

- Rule 2.4.7, Table 7
  The requirements for vehicle accessways are an improvement on previous versions of the City Plan and to that extent the revision is supported. However, given movements from the office and residential activities are infrequent during the day we consider the threshold for a $5m^2$ width should be increased to 9 to 25 (not 9 to 15). It is also suggested that Note 6 to Table 7 be amended to exclude staff movements or situations where the pedestrian movement is simply as a result of fire egress. In such circumstances the additional width sought is unnecessary.

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

In addition to the amendments suggested above, we submit that the following amendments be made:

- The provision of a one way "slow" road from east to west (coming down High Street, onto Cashel Street and onto Oxford Terrace (between Cashel and Lichfield)) used predominantly for drop off and pick up similar to Worcester Boulevard. Alternatively the provision of a one way road from the east to west down Cashel Street (between Manchester Street and Oxford Terrace) serving a similar purpose.

- The extension of the Lichfeld Street Local Distributor Road classification through to Manchester Street to ensure appropriate vehicle access to the Lichfield St Carpark.

- The extension of New Regent Street to Oxford Terrace.

- It is also noted that Policy 7.9.1 refers to the "*interim* management of the road network". It is presumed that this is a remnant of the previous policy issued by CERA and that the term "interim" should now be dispensed with.

In addition we seek:

- A clear statement from CERA regarding road closures (if any). Although no reference is made to closures within the Recovery Plan Chapter, some roads appear to have been deleted from the planning maps. A clear explanation as to whether this signals a future closure is necessary together with an opportunity for the public to comment on any such closures. It goes without saying that ensuring ongoing vehicle access to all central city sites is critical to the rebuild.

- Additional detail on the intersection of Manchester St/High St/Lichfield St such that the public can accurately ascertain how the transport network and traffic flows will work with the retail precinct.

- Given the importance of the transport provisions in facilitating a rebuilt central city, it is also considered that any consent required as a result of a departure from a transport related development standard should be processed by the joint management board as per the urban design and ODP consent provisions. This would ensure an appropriately accelerated consent process.

- Finally, we foresee significant opportunities for inter-city coach facilities to integrate with the BCG retail complex resulting and would welcome the opportunity to discuss that matter with the appropriate agencies/individuals.

Summary

We are generally supportive of the provisions promulgated, but consider that the amendments proposed within this submission will provide an improved framework within which the Central City can reach its objective of being the primary activity centre for Greater Christchurch.

Although the plan adequately covers many aspects of transport within the central city, we submit that there remain some aspects that require explanation/clarification before the Minister concludes the public consultation process and makes the plan operative (road closures/network details).

Your Contact Details

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Organisation:	
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Written submissions – March 2013 - Part 2

Click names below to jump to submission

CHAPMAN TRIPP

1 February 2013

FROM: Jo Appleyard
DIRECT: Withheld under section 9(2)(a)
MOBILE:
FAX:
EMAIL:
REF: 10001981//447853.1

Christchurch Central Development Unit
Private Bag 4999
Christchurch 8140

by email - transport@ccdu.govt.nz

SUBMISSION ON PUBLICLY NOTIFIED DRAFT 'AN ACCESSIBLE CITY' CHAPTER OF THE CHRISTCHURCH CENTRAL RECOVERY PLAN

1 We act for the Cathedral Grammar School (*the School*).

2 We **enclose**, for lodging, the School's submission on the draft 'An Accessible City' Chapter of the Christchurch Central Recovery Plan.

3 Thank you for your assistance.

Yours faithfully

Jo Appleyard
PARTNER
Withheld under section 9(2)(a)

SUBMISSION ON PUBLICLY NOTIFIED DRAFT 'AN ACCESSIBLE CITY' CHAPTER OF THE CHRISTCHURCH CENTRAL RECOVERY PLAN

To: Christchurch Central Development Unit

Name of submitter: The Cathedral Grammar School (*the School*)

1 This submission is made on behalf of the Cathedral Grammar School (*the School*). The School occupies much of the two blocks bounded by Park Terrace, Armagh Street, Cranmer Square and Kilmore Street within the Inner Zone of the Central City.

2 The School suffered significant losses (approximately two-thirds of its buildings) in the September 2010 and February 2011 earthquakes. A number of the key buildings required for the functioning of the School including the entire boys' school and the School hall facilities have been demolished. Two heritage buildings on the property – Inveresk in Armagh Street and the junior school on the corner of Chester Street and Cranmer Square have been, or are currently, under repair and restoration.

3 The School has settled its insurance claim with its insurer, ACS Limited, and the moneys have been received and banked. The School is now embarking on a complete redevelopment of its facilities. Work is underway on the two heritage buildings but the significant task facing the School is the rebuild of core facilities that were destroyed. It has begun the process of engaging architects and obtaining concept plans.

4 As will be apparent the School is an important part of the inner city. It has a rich history associated with the training of the choristers for the Christchurch Cathedral and it is located close to the cultural and arts precinct. Its pupils come from all over the Christchurch catchment because the prime motivator for parents in sending children to the School is the proximity to their own workplaces within the CBD. As Christchurch rebuilds within the CBD it will be important that the choice of education within the inner city continues to be available.

5 The School is fully committed to rebuilding on its current site but the finalisation of its development plans and hence commencement of the rebuild is severely hampered by the fact that the School is bisected by Chester Street West between Park Terrace and Cranmer Square. This is currently impacting on the School's plans to expedite recovery by undertaking its rebuild.

6 The bisecting of the School with a local road is undesirable. It is inefficient in terms of optimal and efficient placement of buildings and creates operational issues with the movement of children from pre-school to year 8 across Chester Street.

7 By virtue of a Special Order made under section 336 of the Local Government Act 1974 Chester Street West has been a pedestrian mall since 2000. The pedestrian mall operates effectively for the benefit of the School between 9.30am and 2.00pm Monday to Friday each day. During this time the road is closed by barriers. This enables the pupils at the School to use the area of the road for crossings and ball

games and the like but obviously as the road has to be opened each evening it cannot currently be used for the placement of any permanent structures.

8 Earlier this year the School approached Minister Brownlee with a request that he use powers available under the Canterbury Earthquake Recovery Act to close Chester Street West permanently to enable the land to be included within the School's redevelopment plans.

9 The School understands that the Minister has passed the request to CERA's legal advisers for progressing. CERA's legal advisers have confirmed that before the request can be progressed the School needs to consult with the City Council as the owner of the road.

10 The Principal of the School has met with the Council's Manager, Transport and Greenspace, Paul Burden, and the School understands that there are no concerns from the traffic management or safety perspective if the road is closed and either sold or gifted to the School.

11 The School has also formally asked the Council to sell the road to it and provided a market valuation of the road. The School's offer is shortly to be considered by the Council but there have been considerable delays to date in getting to this point.

12 Assuming the City is prepared to sell the road the School then faces a long process of up to two years to have the road closed if usual road stopping processes are utilised. This is too long in the context of trying to maintain school rolls.

13 The School has now received the draft Accessible City Chapter of the Recovery Plan and the Transport Provisions (including Map 4) of Appendix I of the Recovery Plan.

14 The School's request to close Chester Street is in accordance with the draft Accessible City Chapter of the Plan. It is consistent with all of the outcomes anticipated.

15 The School seeks that the Appendix (District Plan) be amended as follows:

15.1 to remove Chester Street West from Appendix 4B Map of Central City Roads and Map;

15.2 to insert at the end of Appendix 4C after "All other Central City Roads are classified as Local Streets":

> "Chester Street West between Park Terrace and Cranmer Square is to be closed";

15.3 to insert a map showing the closure of Chester Street West between Park Terrace and Cranmer Square as depicted in the **attached** photograph which retains access for a residential property near Cranmer Square; and

15.4 any other consequential amendments to the City Plan to show the closure of Chester Street West between Park Terrace and Cranmer Square.

Signed for and on behalf of the Cathedral Grammar School by its solicitors and authorised agents Chapman Tripp

JM Appleyard
Partner
1 February 2013

Address for service of submitter:

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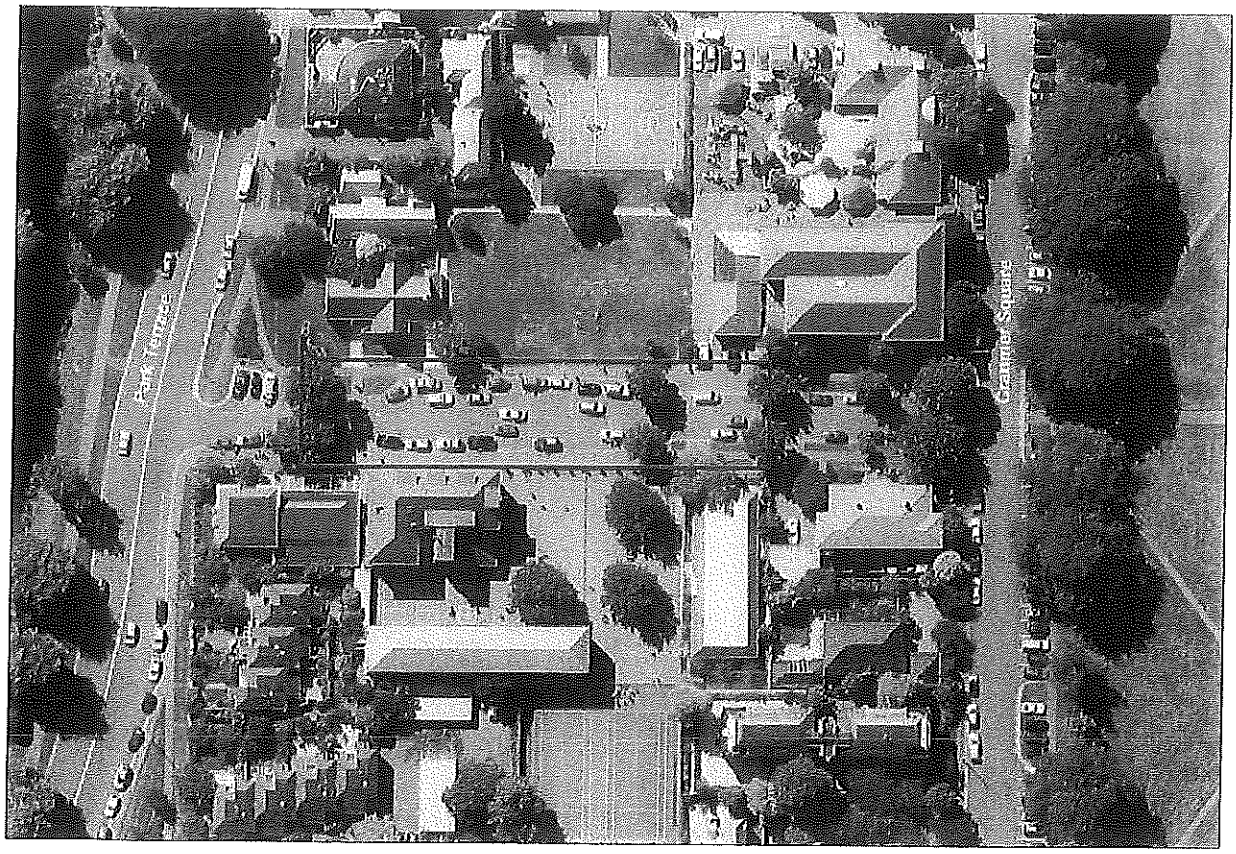
Withheld under section 9(2)(a)

PHOTOGRAPH



TE HUNGA HAUA MAURI MO NGA TANGATA KATOA

ccs disability action
Including all people

Submission to the Christchurch Central Recovery Plan
Te Mahere 'Maraka Otautahi'

An Accessible City

Enquiries to;
Gerri Pomeroy

Withheld under section 9(2)(a)

Prepared by:
Gerri Pomeroy
BJ Clarke
Roger Loveless
Mandy Gudgeon
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29 January 2013

Table of Contents

Recommendations

- Walking
  - The NZTA Pedestrian and Planning Guide is to be used as a minimum standard only, best practice to be used whenever possible in reconstruction or repair of pedestrian routes and walkways.
  - 1% crossfall on all pedestrian routes.
  - Level platform to be provided directly adjacent to the kerb ramp at all street crossing opportunities.
  - Dish channels at all street crossing opportunities.

- Accessible routes to building and facility entrances
  - Trial and pilot accessible design solutions in a temporary setting prior to implementing them as a permanent solution in the Christchurch rebuild.

- Public transport
  - Accessible kerb heights at stops, deployed ramp slopes > 1:14.
  - Information available in formats that everyone can access, including those with visual and auditory impairments.
  - Kerb cuts on both sides of road at all bus stops.

- Parking
  - Mobility Parks painted blue.
  - Kerb cuts provided at 10 minute parks to enable everyone to have safe access to the footpath.

- Data Collection
  - Measure, monitor and evaluate disabled people's actual ability to use the transport system, especially pedestrian routes and public transport.

About us

CCS Disability Action is one of the largest disability services providers in New Zealand. We have been advocating for people with disabilities since 1935. Today, our organisation has a strong disabled leadership and human rights focus.

CCS Disability Action has a National Office and regional management structure, and provides services nationally from sixteen incorporated societies. We deliver regular services to over 6,000 people of all ages with disabilities who choose to access our support. We also administer the Mobility Parking Scheme for over 100,000 people.

Nationally, we have access coordinators who are heavily involved in advocating for a universally accessible transport system and work collaboratively with local government and transport engineers. This submission is largely based on their experience and expertise.

Introduction

Disability is not something individuals have. What individuals have are impairments. They may be physical, sensory, neurological, psychiatric, intellectual or other impairments. Disability is the process which happens when one group of people create barriers by designing a world only for their way of living, taking no account of the impairments other people have.

The New Zealand Disability Strategy outlines what needs to be done to remove these barriers. Underpinning the New Zealand Disability Strategy is a vision of a fully inclusive society. New Zealand will be inclusive when people with impairments can say they live in; a society that highly values our lives and continually enhances our full participation.

Achieving this vision will involve ensuring that disabled people have a meaningful partnership with central and local Government, based on respect

and equality (New Zealand Disability Strategy: Making a World of Difference Whakanui Oranga, 2001).

The Statistics New Zealand 2006 Disability Survey states that an estimated 660,300 New Zealanders reported having a disability, representing 17% of the total population (Statistics New Zealand, 2006). This is a significant portion of our community.

In addition, accessibility issues affect everyone at some time in their life. We all experience different levels of mobility; sometimes due to temporary causes such as injury, pregnancy or sickness. As we age, it is increasingly due to more permanent causes such as impairments (Greater London Authority 2004, p. 3). 45% of people aged over 65 self-identified with some degree of disability in the last census (Statistics New Zealand, 2006).

It is becoming increasingly necessary that we consider accessibility issues when planning how our communities and transport systems develop. A high level of accessibility is a sign of a progressive inclusive city and attracts a wider range of people as migrants and tourists, boosting the economy and culture. For the rebuild of Christchurch to be successful, the city needs to attract a diverse range of new citizens.

Article 9 of the UN Convention on the Rights of People with Disabilities requires that 'States Parties shall take appropriate measures to ensure to people with disabilities, **access, on an equal basis with others**, to the physical environment, **transportation,** information and communications, communications technologies and systems, and other facilities and services open or provided to the public, both in urban and rural areas. These measures, which shall include the identification and elimination of obstacles and barriers to accessibility, shall apply to, inter alia (a) Buildings, roads, transportation...' (Convention on the Rights of Persons with Disabilities) The Convention was ratified by New Zealand on 26th September 2008.

The Human Rights Commission in the Accessible Journey: Report of the Inquiry into Accessible Public Land Transport (Human Rights Commission, 2005) examined transport in detail. Among other recommendations they recommended;

- That the transport needs of disabled people be considered as a core and mandatory requirement for all public land transport planning, funding and implementation processes.
- Regional councils maintain a regional data set to support and monitor progress towards accessible public land transport service in their region.

These documents are insufficient in themselves to create a truly inclusive society where everyone has the opportunity to have a great life and take a full and valued role in society. Disabled people frequently face significant barriers accessing transport systems and services in order to participate in society. Many of the barriers disabled people face when accessing transport are easy and relatively cheap to fix. What is required is a combination of expert knowledge and creative thinking. Expert knowledge is required from professionals and from disabled people themselves who face these barriers everyday. Creative thinking and identification of solutions can be fostered in an environment of mutual respect and collaborative partnership.

Accessibility is an on-going goal rather than a set of minimal standards to be complied with. There is always room for improvement, especially as new and innovative approaches are constantly being developed.
A good quality accessible, well maintained transport system is key to enabling everyone, including disabled people to move around their community. It is also necessary in order to assist the Government to achieve objectives in areas such as welfare reform and provision of community based services. Attempts to increase the employment rate among disabled people, and decrease reliance on welfare, will fail unless accessible public transport, which includes accessible pedestrian routes, is provided.

How disabled people move around their communities

Disabled people typically have less independent access to private motor vehicles than non-disabled people. An estimated 6,100 disabled adults had modifications made to a private motor vehicle so that they could drive it. An estimated 3,900 disabled adults had a private motor vehicle modified so they could travel in it as a passenger (Office of Disability Issues and Statistics New Zealand, 2009). This is a small percentage of the estimated 660,300 individuals living with disability in New Zealand. As a community this makes disabled people particularly reliant on public transport; accessible pedestrian routes and bus services.

There is the Total Mobility taxi service, which generally caters for severely disabled people who are unable to independently access public transport. It, however, typically imposes higher costs on disabled people than public transport and it's availability is limited in many areas. Public transport, (footpaths, pedestrian routes, walkways, buses, trains and ferries), is a more affordable option both for disabled people and the government.

The usefulness of public transport depends on its ability to get people to where they want to go. Train stations and bus stops need to have accessible pedestrian routes to local amenities, such as community facilities and shopping centres. The accessibility of public transport is diminished if it is not connected through accessible routes to the community. Disabled people need to have accessible routes all the way to their destination. If one part of the route is inaccessible, the whole route is inaccessible.

Walking

We live in a country where most people independently move around their community by private vehicle. The Government and public are often not aware of the transport requirements of those who do not have independent access to a private vehicle.

Pedestrian route development and adequate maintenance is critical to ensuring that communities remain vibrant, and are a crucial element of the public transport system. Without effective and safe pedestrian routes bus transport becomes inaccessible and unusable, especially by disabled people.

The NZTA Pedestrian Planning Guide recommends a footpath crossfall of 2% to 4%. Crossfall is the sideways slope of the footpath. Some crossfall is required for drainage, but excessive crossfall requires people using wheelchairs and walking frames to use extra energy to resist the sideways forces and maintain a straight line of travel..

We suggest a best practice maximum crossfall of 1% within the Christchurch Central Business District and preferably in all of Christchurch. This would guarantee that most people can independently use pedestrian routes. Traditionally, crossfall is used to enable drainage, however, the primary role of pedestrian infrastructure is to enable people to get around their community. Drainage should be a secondary consideration to access.. A crossfall of 1% will enable people to retain control of their walking frames with less effort and also users of manual wheelchairs with impaired arm and shoulder function to move around independently without risk of their mobility aid rolling over the gutter and into the roadway. If water can't be managed with a minimal crossfall on pedestrian routes it should be managed with channels and grates outside the accessible route. Steeper crossfalls increase risk of injury to users of wheeled mobility aids in rainy weather as handles and push rims become slippery and hand grip is easily lost for a second. This can be sufficient to permit the disabled person and their aid to fall over the gutter and into the road.

Pedestrian crossings should be raised to be level with the footpath. A crossing designed in this way means that disabled pedestrians have a flat level journey to cross the road and can do so safely and quickly with no engineered hazards such as kerbs to negotiate. Raised pedestrian beds are safer for people with disabilities and 'wheeled pedestrians' and they have the

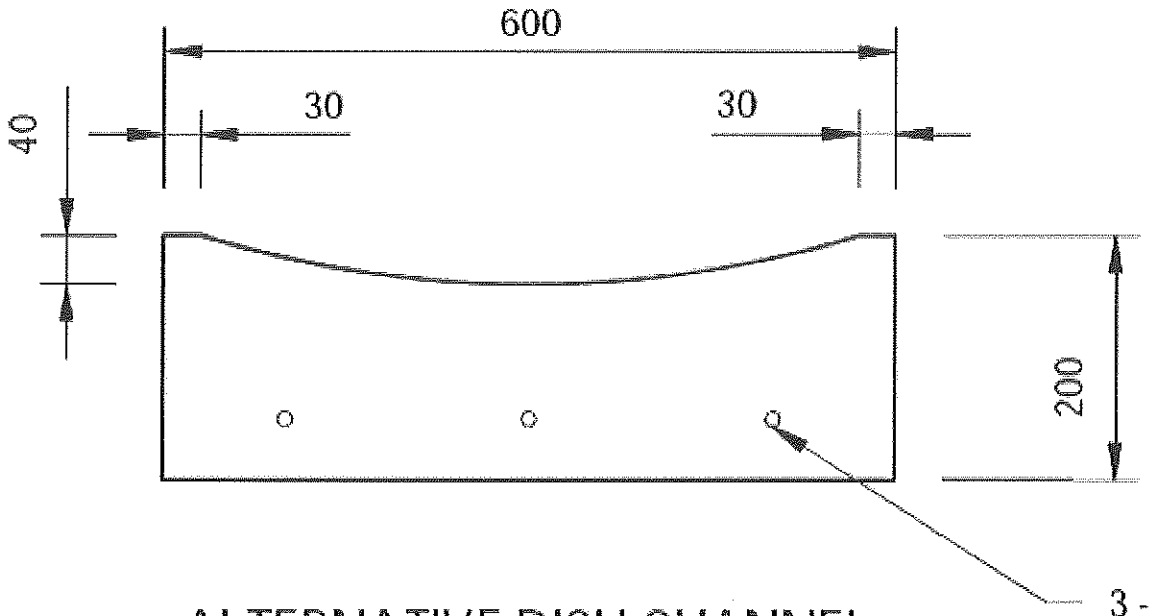
added advantage of slowing vehicular traffic. Currently, many courtesy crossings are designed in this manner.

Clear sightlines into all traffic of at least 50m must be maintained for the seated 'wheeled pedestrian'

Appropriately positioned and well designed kerb ramps and dish channels are essential to enable people using wheeled mobility aids to safely cross streets and reach their intended destination. Kerb ramps and dish channels should be provided at all crossing opportunities that do not have raised pedestrian beds, such as street corners, mid block on long streets and on both sides of the road at safe crossing points near bus stops so that 'wheeled passengers' can safely cross streets without the need for lengthy detours. A flat area should be provided directly adjacent to the kerb ramp, and within reach of the push button at signalised crossing points if present, so that disabled people using wheeled mobility aids can wait safely, until a crossing opportunity arises.

Kerb ramps should have a maximum slope of 1:12 but preferably 1:14 so that as many disabled people as possible are able to use them safely and independently. The general rule is, the steeper the slope, the fewer people that can independently and safely use it.

We suggest that a dish channel is used to provide the connection between the kerb ramp and the road when road crossing opportunities are not provided on raised pedestrian beds.



ALTERNATIVE DISH CHANNEL

We do not recommend 'v' shaped kerb cuts as they require a three step manoeuvre for the 'wheeled pedestrian' to negotiate them. Crossing the road entails a careful, often slow, approach to the first 'v' kerb cut, resting rear wheels in the bottom of the 'v' with the wheelchair user's legs in the path of vehicular traffic, then a slow push up the slope created by the road camber, quickly crossing the crown of the road and then slowing while still in the path of vehicular traffic to tackle the 'v' shaped kerb cut on the opposite side of the road. Attempts to take the kerb at speed can end in disaster if the (typically small) front wheels of manual & power chairs hit the edge of a kerb and abruptly stop the wheelchair.

We suggest 'at grade' pedestrian refuges at all road crossing opportunities as this is one less set of engineered barriers to negotiate when crossing the road

Foliage on any plantings should be no more than 30 cm in height to provide maximum visibility for, and of, the wheeled pedestrian.

Road surfacing material should be ground at the connection between the dish channel and the road so that vertical faces, which could potentially tip wheelchairs and other wheeled mobility aids, are minimised if not totally removed. Vertical faces pose a serious risk to people with mobility needs, particularly wheeled pedestrians. They are a trip hazard to people walking and pose a serious risk of 'tipover' to the 'wheeled pedestrian' because if they aren't approached correctly they bring a 'wheeled pedestrian' to an extremely abrupt halt, especially when tackled at speed.

The increasing use of 'Barn Dance' signalisation at major traffic lights is a great asset to both pedestrians and vehicles. The auditory and visual cues provided are appreciated by many clients whom we support.

Accessible Routes to Buildings and Facilities

Increased foundation and floor heights specified for new commercial buildings in areas prone to flooding or liquefaction have the potential to create barriers or unsafe design solutions as Christchurch is rebuilt. It's vital that design solutions to accommodate these increased foundation heights provide disabled people, easy, safe access, on an equal basis to others, to the facilities and services they require to live independently in their communities.

The unfortunate consequence if access ramps don't meet NZ Standard 4121 requirements and footpaths don't at least meet NZTA Pedestrian Planning and Design Guide is that disabled people will be unable to independently and safely access buildings that may provide services for education, employment, support and everyday living, recreational and social opportunities.

There may well already be other examples of poorly designed access solutions but two stand out. Near the intersection of Cranford and Westminster Roads, a building with a raised floor height adjoins a footpath that has been raised to accommodate access to the building, Although the footpath has remained level with minimal crossfall, unfortunately the edge of the footpath adjoining the kerb now has a hazardous slope down to the gutter which

significantly increases the risk of harm not only to disabled people using aids but also to children, elderly people and those with impaired vision. Merivale has another design solution to address the same issue of raised floor height, here the footpath crossfall has been increased to such an extent that it is only safely useable by unimpaired people. The crossfall is so steep that wheelchair users would have significant difficulty maintaining a straight line of travel. (Note; steep crossfalls require wheelchair users to push their whole body weight with one arm to travel in a straight line) Failure to maintain a straight line of travel, or momentarily losing grip on the wheelchair, easily done on a rainy day, will result in a trip straight to the gutter and onto a busy road.

We suggest that buildings with raised foundation are set back from pedestrian routes so that access ramps can be at a best practice gradient of 1:14, to allow easy independent access for disabled people, and also that the ramps don't become a trip hazard for pedestrians walking past the building. This solution would remove the need for adjustments to footpaths that result in reduced access and introduces hazards to pedestrian routes.

Public Transport

Disabled people who don't have independent access to a private motor vehicle, and can't access or afford to use the Total Mobility taxi service to meet all their transport requirements are particularly vulnerable. They require well maintained and accessible pedestrian routes and public transport services to safely and independently move around their communities.

A significant number of disabled people rely on public transport to access the services and facilities they require to live, work and play in their communities. A recent survey found an estimated 142,400 disabled adults and 41,700 children used public transport for short trips over a 12 month period. An estimated 17,800 disabled adults and 9,100 disabled children use public buses for short trips every day or almost every day (Office of Disability Issues and Statistics New Zealand, 2009).

Public transport should be equally available to all members of our communities. There must be safeguards that ensure disabled people's ability to use pedestrian routes and public transport services are considered and built into transport system processes. Bus routes should be designed and bus stops provided in such a way that everyone, including disabled people, can reach facilities and services required to participate fully in society. If necessary accessibility modeling, including allowance for disabled people, should be used during planning to ensure that disabled people are equal community participants in Christchurch city,

Public Transport hubs must be designed in such a way that all people are able to access the information and services they require easily and independently. We suggest audible and visual information is provided at main interchanges/depots. Accessible toilets should be available to disabled patrons as easily as to the general public. Quick access to a toilet is as important to disabled people as it is to other people. Delaying disabled people's access to a toilet when they need one urgently may result in extremely embarrassing and awkward situations for them.

Bus stop kerb heights should be of such a height so that the deployed ramp of a bus has a final slope no greater than 1:14. This will ensure that most disabled people can independently board the bus and access the wheelchair parking space.

Data collected by local and regional councils should include people using visible aids, on pedestrian routes and public transport so that effectiveness indicators can be developed, collaboratively with the disability sector. These indicators will ensure that disabled people's ability to actually use the public transport system, including accessible pedestrian routes, is able to be monitored and evaluated. This monitoring will enable improvements to be made where required so that access barriers are progressively removed.

Total Mobility Scheme

Christchurch should follow the lead of other centres and accept other NZTA approved operators beyond taxi companies for the provision of the Total Mobility Scheme. We understand all Regional Councils, except for Auckland, Christchurch and Palmerston North, have done this already.

This has opened up choice, options and opportunities.

Parking

Mobility Parking spaces should be spread evenly through the central city and be near destination facilities and services. These spaces should comply with the requirements of NZS 4121 as to crossfall, 1% or 1:50. This is particularly important in locations where prevailing winds affect wheelchair assembly from the driver's seat. Strong winds can blow the car door shut making unassisted wheelchair assembly very difficult if not impossible.

Consideration should be given to the possibility of including kerb cuts in short stay parking spaces (ie 10 minute parking) so the footpath is safely accessible to everyone who wishes to use the parking space.

The rationale behind the bright BLUE paintwork on Mobility parking spaces is that the car park space itself stands out, as do users. Reductions in abuse by those not eligible to park in these areas has been significant and enforcement teams at the most recent National Parking Conference commented on this successful initiative and its immediate positive impacts.

Planning for the location and availability of all day mobility parks that are close to the city centre for working citizens requires attention. (There has been talk of increased use of parking buildings removed from pedestrian only streets and the Square, however this may unwittingly create unreasonable walking distances for individuals with mobility challenges.) Automated ticketing machines can create difficulty, or are totally unuseable by disabled drivers

with limited arm movement and hand function. This issue must be included when location of Mobility Parking is considered.

Process

The collaborative process currently underway, partnering the disabled people's leadership group work with CERA and the Christchurch City Council appears to be very productive. It is essential that this continues and is further developed so that the diversity of all people who wish to live, work, study and play in Christchurch is planned and designed for so that all access requirements can be successfully accommodated. Trialling and then piloting design solutions, initially in a temporary setting, prior to inclusion in permanent developments will ensure that everyone can safely and independently move around a rebuilt city.

Conclusion

When planning our transport networks, whether physical infrastructure or the provision of public transport services, there is a clear requirement for policies and planning procedures to ensure resources are spent wisely and are to the benefit of all stakeholders and community members. We understand that to do this effectively, costs and benefits must be quantified, however, we argue that costs and benefits for all stakeholders should be quantified, not only those for unimpaired people.

Society often only considers the needs of unimpaired people. A good example was the debate over Mojo Mather's note taking service. The current sound system in parliament is designed for unimpaired parliamentarians. People with hearing impairments require a modified system using note takers. It was proposed at one point that Mojo Mathers should pay for her notes takers. Yet unimpaired parliamentarians do not have to personally pay for their system.

The issue of equitable access to the transport system for everyone is no different to this situation. Society is accustomed to considering the access requirements of unimpaired people and has not yet fully considered the needs

of those with impairments. A fully accessible transport system is required if everyone is able to participate and contribute to society. To achieve this, policy development and operational management at local, regional and ultimately national level, must accommodate everyone's access requirements.

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City Access Plan Submission to the CCDU.

On Behalf of: The Central City Business Association (CCBA).

Address for service: Withheld under section 9(2)(a)

Contact: Antony T Gough Chairman

E mail: Withheld under section 9(2)(a)

Submission Details:

1. **Manchester Street.**

We are not clear that full car access will be available 24/7 in Manchester Street as this will become a major access way for vehicular traffic in the CBD. We would believe it is imperative that this is treated as at least a distributer street. We have concerns about what happens if a breakdown happens in one of the two normal vehicle lanes as unless there is a way of driving around the breakdown the whole road system will stop and clearing it may be quiet difficult. Either gaps in the central tree zones separating the bus lanes from the inner vehicular traffic lanes or the vehicular lanes need to be wide enough to allow a disabled vehicle to be pushed to the side of that lane to allow the traffic to flow. We see this road becoming a main artery for the east side of the business district.

We support the bus lanes in the centre of this widened road though would like consideration given to these bus lanes being shared lanes with other traffic at peak times.

We have concerns that the Manchester Street bridge at Oxford Terrace will become a bottleneck and future planning needs to show this as being increased to four lanes.

2. **Colombo Street.**

Access to the Lichfield Street parking building for those coming from the south and east of the city lack a direct route to this parking facility. We would like Colombo Street between Tuam and Lichfield Street to allow traffic to turn into Colombo Street. This section of Colombo Street appears to be highly restricted to normal private motor vehicles. We would like to see free left and right turns off Tuam and St Asaph Street onto Colombo Street.

With the public purchase of land between Tuam and Lichfield Street on Colombo Street this would be a great opportunity to widen this section of Colombo Street to allow better flow of buses, cars, bicycles and pedestrians and to create a boulevard effect.

What provision has been made for the flow of emergency vehicles out of the city from the new justice precinct? It is important that these emergency services get clean and clear access routes at all times.

3. **East West Traffic Flows.**

How does the plan handle east west traffic flow with so many of these streets being blocked off by the proposed new stadium? We have real concerns that there are insufficient east west links for normal private motor vehicles.

Hereford Street particularly needs bus, taxi and delivery drop off points along most of it between Oxford Terrace and Manchester Street. This is particularly so outside the Ibis Hotel and close to Colombo Street to service the hotels in Cathedral Square.

Permanent taxi stands will be needed in Hereford Street on the south side close to Oxford Terrace to service the new hospitality precinct that will be built in 2013 and finished in 2014 along Oxford Terrace between Cashel and Hereford Street. There will also be two major access laneways coming from Cashel Street into Hereford Street from Cashel Mall that will need taxi and courier spaces.

4. Bicycles.

We believe the requirement for every building to provide public, secure bicycle parking is not good and that bicycle parking for the public is better to be provided in public parking buildings. In some situations this could be a major impediment in making a particular rebuild project financially viable. We may find cyclists having to traverse the city looking at each small lot for a spare, secure bike park with some totally underused and others with excess demand.

Allow for cycle parks in the street where cyclists can lock their bike up in an open, convenient range of locations.

We support encouraging cycle parking for all day workers in private developments but feel the minimum requirements suggested in the plan too high and this should be left for the developer to decide the number of cycle parks he provides on site.

We must not lose sight that cycles represent only 3% of all transport modes, private cars represent 70% and yet there seems to be an over emphasis on what developers provide for cyclists. We should take a look at shopping malls as a way to access the real needs of cyclists in a retail precinct. Their ratios of cycle parking to retail space has been carefully worked out and should provide the basis of the number of causal parks really needed.

We believe no cyclists should be in the pedestrian only roads such as Cashel Mall, High Street between Cashel and Hereford Street and New Regent Street when these areas are closed to other traffic and become pedestrian only. We note that the draft 'City Access Plan' makes provision for cyclists 24/7 in High Street between Cashel and Hereford Street. This should be limited to the hours service vehicles are allowed in this area.

5. Bus Interchanges in the Suburbs.

At this stage we believe these suburban interchanges are not a good idea as they may encourage patrons to stop and shop in the suburbs rather than carry on into the city. We expect people's habits have had to change with the CBD being out of bounds for so many years so buses need to take patrons into the city without having to change at a suburban inter change. Suburban interchanges may be something to consider in twenty years' time but not now while the city is trying to get back to life.

We believe that running large buses at off peak times is unnecessarily expensive, takes up a lot of road space and causes excessive damage to the already fragile roading system. We believe have a fleet of mini buses for off peak travel should be looked at. It will also give a more intimate and people friendly public transport atmosphere for patrons. Overseas mini buses make up a significant proportion of public transport. The cost of running a minivan as against a large 40 seat bus is substantially less. The buses should only be used in peak periods and then minivans in off peak times. There would be less wear and tear on the large buses as well as our roading system.

6. **Public Off-Street Car Parking.**

We believe no real detailed analysis has been done to identify what will be the parking requirements for the future and will we have sufficient to support a vibrant inner city. Shopping mall ratios will give a good basis to start with on the number of car parks required for 1,000 sq m of retail and office space. We would like to see that actual number of car parking space numbers for each proposed site and which ones council is planning to build. In the past we had the ridiculous situation of our convention centre having grossly inadequate public car parking close by for the size of this venue.

We need real parking space numbers shown for each area for future planning.

We are concerned that only allowing use of vacant inner city sites for off-street parking to April 2016 is too short a period and that the plan should allow this sort of use of vacant sites at least to 2020.

7. **Park Terrace vehicular access.**

The plan is not clear about private vehicular access along Park Terrace. We see this as an important access route for residents living in the north west of the city and wish to ensure this route into the city is maintained as a primary access route into the city.

8. **Trams.**

We support the reintroduction of the trams but would like the pricing for locals to be addressed so that it could be used as a method of public transport for locals rather than the previous $12 per ride charge that clearly meant locals did not use it unless they purchased a full year pass. The introduction of a Citizens card would then allow duel pricing of the Trams and other facilities such as the museum and art gallery. We would then see such a card being used to provide additional services or discounts by businesses in the city.

We have read the submissions of the Christchurch Tramway Company and the Tramway Historical Society Inc. We fully support both of these submissions in all areas and like them see the Tram as a vital and important link, transport system and tourist attraction for Christchurch. Full support needs to be given to getting the original route up and running in mid-2013.

We also agree that the stage two route that is not quiet complete around Poplar Lane should be reconsidered so that it goes closer to the proposed new stadium. There is merit in looking at a temporary shorter stage two link that follows City Mall so that this section of the tram extension can be got up and running sooner and without having to complete the anticipated extension to the new stadium site that is many years away.

The CCBA see the introduction of the Trams into Oxford Terrace and City Mall as critical to allow visitors to find the Container Retail precinct and see the south part of the CBD. Previously we had many tourists take the tram thinking it was taking them through the heart of the city. They came away asking 'just where was the primary retail heart of the city?'

We realize that initially the patronage on the trams is likely to be substantially less than it was before the earthquakes so addition routes will assist these financials. We are pleased to see the strong support by the Christchurch Tramway Company and THC for reintroducing the trams even though their financials are far from certain.

9. **Speed Limit.**

We support the reduced speed limit to 30kph in the inner part of the city.

10. Oxford Terrace.

We note that there appears to be a total shutting of sections of Oxford Terrace that are likely to have a major negative effect on businesses that use this road as their primary mode of access. This is particularly so for the section of Oxford Terrace between the hospital and the Bridge of Remembrance. We believe this road should remain open to normal traffic.

11. Pedestrian Areas.

We wish to make sure that Cashel Street between Oxford Terrace and High Street, High Street between Cashel and Hereford Streets and New Regent Street remain pedestrian only after 10.00 am. To allow vehicles in these pedestrian only areas after 10.00 am is asking for an accident and would spoil the retail experience these streets provide.

12. Overall Plan.

In general we consider this plan to be well thought out and we support most of what it proposes subject to the above areas that we believe need clarification or modification.

We wish to speak to this submission at any submission hearing and would like to be in a working, small group with the CCDU and planners to achieve the best for our city.

City Access Plan Submission to the CCDU

Submitter: Chase Commercial Limited

Address for service: Withheld under section 9(2)(a)

Contact: Brendan Chase

Withheld under section 9(2)(a)

Submission Details:

1. Manchester Street.

Manchester Street will become a major access way for vehicular traffic in the CBD. It is imperative that this street is treated as a distributor street at least.

I am concerned that with the proposed design, the traffic volumes and movements along Manchester Street will inhibit efficient access to the retail precinct and parking buildings within it.

I support the establishment of bus lanes in Manchester Street, however would like to see the lanes for vehicular traffic immediately adjacent to them. Then the bus lanes could be shared with other traffic in the early phases of transition to a fully developed CBD.

It is my view that patterns of commuter behaviour will not change immediately and that a transition strategy will be necessary for this street, eventually culminating in your proposed design.

To avoid a vehicular traffic bottleneck occurring at Manchester Street bridge at Oxford/Cambridge Terrace this bridge will likely need to be increased to four lanes from the outset.

2. Bus Interchanges in the Suburbs.

It is important that the CBD retains its primacy in the bus system.

3. Public Off-Street Parking.

I am not aware of any detailed analysis or modelling of predicted traffic flows and parking requirements in the inner city and the retail precinct in particular, and would like to learn these details.

Provision for car parking in the retail precinct needs to cater for current as well as future demand.

Again, a transitional approach will be important to generate effect patronage of CBD businesses during the redevelopment phases of the whole CBD.

Allowing the use of vacant inner city sites for off-street parking until April 2016 seems arbitrary. A transitional plan with some methodology/science around it needs to be developed.

I request to opportunity to speak to this submission at any submission hearing

Christchurch City Council

Submission

to

the Canterbury Earthquake Recovery Authority

on

the draft 'An Accessible City' chapter of the Christchurch Central Recovery Plan

Christchurch City Council

February 2013

Christchurch City Council submission on the draft 'An Accessible City' chapter.

The draft 'An Accessible City' chapter of the Christchurch Central Recovery Plan

1.0 Introduction

1.1 Thank you for the opportunity to comment on the draft 'An Accessible City' chapter of the Christchurch Central Recovery Plan (AAC). The AAC is an important component of Christchurch's recovery and the Christchurch City Council (Council) supports its vision. However, we consider the amendments recommended in our submission, along with suggestions for a multi – agency governance arrangement tasked with its implementation, will better help achieve the AAC's objective of achieving 'an accessible central city for all people no matter how they choose to travel'.

1.2 The Council acknowledges the collaborative manner in which the AAC was developed and notes that it hopes to continue to work closely with the Canterbury Earthquake Recovery Authority (CERA), the New Zealand Transport Agency (NZTA) and Environment Canterbury (ECan) to help develop and deliver the transport network for the central city.

2.0 Streetscapes

2.1 The Council supports a statement at the beginning of the AAC which acknowledges that streets are the primary public spaces in the city and need to serve a variety of functions including access, social interaction, economic activity, infrastructure provision, recreation and environmental amenity.

2.2 The AAC should also acknowledge that the success of the proposed transport network will be dependent on well-designed streetscapes with high amenity throughout the central city and particularly in the 'Inner Zone'. The Council notes that 'well-designed' does not necessarily mean 'expensive'. The Council proposes to develop a Central City Streetscape Plan to inform and help implement many of the streetscape change proposals in the AAC. It is anticipated these will include guidelines and requirements for accessibility for all people and also environmental enhancements (such as permeable surfaces).

3.0 Accessibility

3.1 The Council supports the reference to NZ Standard 4121:20-01 in the AAC. However, to ensure the AAC achieves its objective of an accessible central city for all people, especially the less mobile members of our community, AS/NZS 1428.4.1:2009 and Road and Traffic Guidelines (RTS 14) should also be given effect to, with clear direction that development of and access to buildings should be fully integrated with the transport network. This would support Section 19 (2)(d) of the Canterbury Earthquake Recovery Act 2011 which states that the Minister must have regard to the New Zealand Disability Strategy. Christchurch has the opportunity to set world-leading standards in accessibility for all, which in turn would help make it attractive for investors and visitors alike.

4.0 One Way Streets

4.1 When the conversion of the one-way streets to two-way traffic operations was considered as part of the development of the AAC it was clearly understood that if one-way streets were retained they would be subject to a lower speed regime than 50km/h. This would reduce severance, improve the safety and amenity of the Central City, and support the pedestrian friendly objectives of the Inner Zone. This was supported by traffic analyses that showed a lowering of their speed regime would have a limited impact on network efficiency. However, this is not clearly reflected in the AAC. Therefore, the AAC should be amended to illustrate that a lower speed regime for the Central City applies to the entire Inner Zone, including the one-way pairs that run through or directly abut it. Furthermore there should be consideration of a lower speed regime to be applied to all the one-way streets within the four avenues. The amenity on all one-way streets, especially the one-way streets in the residential areas of the Central City, should be improved to encourage inner-city living and easy connectivity, especially for pedestrians.

5.0 Speed Management

5.1 The Council considers that there needs to be agreement between CERA and itself regarding how changes to speed limits can be implemented efficiently. The Council considers this would be best addressed by developing a comprehensive Speed Management Implementation Plan for the central city.

6.0 Active Transport

6.1 The Council considers that there needs to be a greater focus on improving the walking and cycling connections through and to the residential areas of the Central City. For example, an east-west cycle route through the northern residential area and walking connections between the 'pedestrian friendly' core, anchor projects, and the north and east of the Central City. In addition greater clarity is required regarding the intention for the key walking links. The Council's view is that all streets should be accessible and safe for pedestrians, with wider footpaths and crossing points that comply with best practice, and again in all cases offering consistent provision for people with mobility impairments.

6.2 The Council considers that greater clarity is required to explain that laneway servicing access will primarily be available from dedicated service lanes and that pedestrian access will take precedence in the majority of laneways. It recommends extending requirements for laneways beyond just the Retail Precinct.

6.3 With respect to the cycling map it is recommended that key cycle routes through South Hagley Park are included and that the walking map also includes walking routes through Hagley Park. An explanation is required to explain that a variety of street treatments to encourage cycling may be used throughout the central city (including separated cycle lanes, off road paths, shared spaces and other treatments).

7.0 Public Transport

7.1 The Council considers that protection of public transport corridors will be critical to the recovery of the central city. The AAC indicates that Manchester Street is intended to provide space for future forms of public transport, but this needs to be made more explicit in the text and extended to the edge of the central city to provide for potential future city-wide connections, in particular the existing rail corridors. Similarly for Tuam Street, where there are also opportunities for corridor protection in association with the development of the Bus Interchange and South Frame, should also provide for public transport. Otherwise it is recommended that an alternative east-west route be identified and protected in the AAC. Therefore, to ensure the central city is future-proofed for future forms of public transport, such as rapid bus systems and/or rail (as is being considered through the Greater Christchurch Future Public Transport Network Investigation) the AAC should specifically protect public transport corridors along both Manchester and Tuam Streets. Notwithstanding the above recommendation, it is noted that both Manchester and Tuam Streets contain both Council and privately owned heritage buildings that need to be considered as part of this process. The public transport map shows the Central City Bus Interchange occupying SOL square, however this should be removed as we understand this is not the intention.

7.2 The Council supports the proposals for super stops which will improve public transport accessibility across the central city to complement the proposed Bus Interchange. However, the proposed bus network will likely result in a reduction in accessibility to bus services in some parts of the central city, especially the western part of the Inner Zone and to facilities such as the Art Gallery and the Convention Centre. The view of the Council is that passenger accessibility modelling is required to assess the adequacy of the bus network to serve a wide range of existing and proposed land uses and activities across the central city, including the network's ability to meet the needs of less mobile members of the community. If these investigations recommend a central city shuttle service to address any identified gaps in central city public transport services accessibility, it should be funded and managed as an integral part of the city – wide Metro public transport system. The bus network should be 'indicative' to enable flexibility to make changes to bus routes as the central city develops.

7.3 The proposed design for the Central City Bus Interchange is predicated on the 'hub and spokes' network. If this approach is not fully realised the proposed interchange might not be able to accommodate additional bus services. Therefore, the proposed interchange needs to be future-proofed so it can accommodate additional bus services if there are network changes in the future. Furthermore, given the reliance of the 'hub and spokes' approach on a city wide network of new suburban interchanges and bus priority measures, the AAC needs to clearly reflect its dependency on infrastructure and funding outside the central city area.

8.0 Wider network connections

8.1 To be effective the AAC needs to achieve optimum alignment with the Christchurch Transport Strategic Plan, which will be deployed by the Council to inform transport priorities in its Long Term Plans. In order to be consistent with wider city connections shown in the Christchurch Transport Strategic Plan and to ensure alignment with the Investing for Outcomes principles of the Greater Christchurch Transport Statement, the following additional connections to the Central City would need to be shown:

- Blenheim Road, Fendalton Road, Carlton Mill Road, Papanui Road, Sherborne Street, Whitmore Street, Hereford Street (East of Fitzgerald Avenue), Waltham Road, Gasson Street, Durham Street (South of Moorhouse Ave) and Lincoln Road (South of Moorhouse Ave) - should be shown as general traffic (car) travel routes.
- Lincoln Road (South of Moorhouse Ave) should be shown as a public transport route.
- The Avenues, the Old Blenheim Road Reserve, Kilmarnock Street, Matai Street, Madras Street (North of Bealey Ave), Avonside Drive, Waltham Road, Gasson Street and Grove Road should be shown as potential strategic cycle routes.

9.0 Parking

9.1 The Council recommends that a Strategic Parking Plan be developed as a supporting reference document to the AAC. This would include a vision statement for the central city parking management principles, along with the tools to achieve the vision. The plan and tools specifically include contemporary approaches to maximise the utilisation of all parking, such as variable pricing methodologies and technologies. These will be critical to deliver the better parking utilisation objective of the AAC. The plan could include further guidance on the size, timing and exact location of parking facilities.

10.0 Funding

10.1 The Central City Transport system is a network which requires all the parts of the system to work efficiently together. In order for the vision in the AAC to be realised all the proposals outlined in the chapter will need to be implemented during the reconstruction of Central Christchurch. The early prioritisation and funding of those measures considered most important for Christchurch's recovery need to be more clearly identified. It is recommended that the government consider a funding package for the whole AAC chapter. This would need to outline the proposals and include funding provisions for parking, the proposed cycling improvements, streetscape improvements and the necessary changes to the surrounding Avenues, in order to enable some of those changes to take place.

10.2 The Council is willing to work with CERA, the NZTA and ECan on a joint funding plan to implement the AAC and proposes further discussions over the

establishment of a multi – agency governance arrangement, charged with the implementation of the AAC's transport proposals and activities.

10.3 Council funding for the coming period will be determined through the Long Term Plan 2013-22 which the Council is developing in accordance with the requirements of the Local Government Act. Any financial contributions from the Council towards the implementation of the proposals in the AAC must therefore be consistent with the Council's Long Term Plan, which will be adopted in June 2013. The development of a funding plan for the AAC in parallel with the development of the LTP will ensure that AAC projects will be balanced with other Council priorities.

10.4 Further, some of the proposals in the AAC are highly inter-dependent on improvements to the transport network outside the central city. As noted in section 7.3, for the Central City Bus Interchange to be successful and have sufficient capacity to accommodate planned passenger transport patronage growth, there needs to be improvements to suburban bus facilities – both interchanges and public transport priority measures beyond the central city. Therefore, funding for these suburban improvements must be considered alongside the central city transport funding package. A similar priority exists for changes to the Avenues, to ensure they can adequately accommodate transferred traffic movements from central city streets as a result of the AAC package of measures and maintain network efficiency objectives as key arterial routes as identified in the Christchurch Transport Strategic Plan and Greater Christchurch Transport Statement.

11.0 Joined up Governance

11.1 The Council reiterates its support of a multi-agency governance arrangement between CERA, CCC and other appropriate parties for the implementation of the AAC chapter, in order to ensure alignment between agencies.

12.0 Conclusion

12.1 The Council would like to thank CERA again for the opportunity to provide feedback on the draft 'An Accessible City' chapter of the Christchurch Central Recovery Plan. Should any issues need clarifying then Council staff are happy to discuss the content of this submission further.

Withheld under section 9(2)(a)

From: Alexa Kidd nz> Withheld under section 9(2)(a)
Sent: Friday, 1 February 2013 11:56 a.m.
To:
Subject: submission on accessibility chapter
Attachments: doc on transport plan by CHMSA final.docx

Hi Claire
Further to our discussion on the phone here is our submission written on behalf of CHMSA . We would be keen to speak to our submission if the opportunity arises.
Many thanks
Alexa

Withheld under section 9(2)(a)

JANUARY 13

SUBMISSION ON CERA/CCDU CHRISTCHURCH CENTRAL RECOVERY PLAN *"AN ACCESSIBLE CITY"*

BY DR ALEXA KIDD, ON BEHALF OF CHMSA (CHRISTCHURCH HOSPITAL'S SENIOR DOCTORS' ASSOCIATION)

CHMSA represents approximately 450 Senior Medical Doctors working for CDHB.

Thank you for this opportunity to comment on the 'Accessible City' transport plan.

We have reviewed the document from a number of perspectives:- the effects of the plan on the health of our patients and staff when travelling to and from the Hospital, the health of all those who work, play and travel through the CBD, and the effects on the environment, on equality of health and on sustainability.

Physical inactivity now kills more people world-wide than smoking and there is now a wealth of evidence that the promotion of public or active transport, coupled with the right infrastructure, will lead to large health and environmental benefits. Every dollar invested in infrastructure which provides safe walking and cycling eventually leads to a $20 saving, mostly from reduced heart disease and obesity-related disorders. Activity, especially in pleasant surroundings, is also very good for mental health. Public transport can also considered active transport as it almost always involves some walking at either end of the journey.

The Canterbury earthquakes have given us a unique opportunity to rebuild the centre of our City in a much more sustainable way, encouraging environmentally-friendly and much healthier ways of getting about. This will only happen if the City is rebuilt in such a way that it leads to a shift in the mindset of many of the population away from a dependence on private motor vehicles.

ARE THERE PROPOSALS IN THE DRAFT ACCESSIBLE CITY CHAPTER THAT YOU PARTICULARLY LIKE?

We strongly support the following:

1. The priority streets for public transport, cycling and walking.
2. Improved public transport facilities and a 'super hub' at the Hospital.
3. Encouraging through-traffic to use the four avenues and to avoid the CBD altogether.
4. A 30km/hour speed limit in the core. We believe this should be extended to all streets within the Frame; the risk of death or serious injury in accidents at less than 30km an hour is far lower than at 50km an hour. Some very central roads may need to be less than 20km an hour.
5. Separate cycle and pedestrian paths beside the Avon. Fast-moving cyclists must be well separated physically from pedestrians. The paths should link to cycling and walking networks.
6. Cycle parking: Some secure, covered parking at the transport interchanges and superstops would enable cyclists to use the bus when the weather deteriorates or if they live too far away to cycle both ways and need to leave their bikes in town overnight.
7. Intersections along the key cycling routes which ensure priority and safety for cyclists.
8. Signage for pedestrian and cycle routes.

JANUARY 13

ARE THERE PROPOSALS IN THE DRAFT ACCESSIBLE CITY CHAPTER WHICH YOU PARTICULARLY DISLIKE?

1. Sixteen public car parks, most of which seem to be very near the centre. We feel that parking should be at the City's periphery and outside the Frame. The maximum parking area in private developments is 50% of the total leasable floor area; this generous provision for parking within "five minutes" walk of any location will do nothing to shift the mindset of CBD workers toward active or public transport. There must be plenty of parking for the disabled, dispersed throughout the CBD, but commuters and shoppers without mobility problems should be encouraged to leave their cars on the periphery and walk or cycle the last 10 minutes of their journey. Car parking also takes up space which could be better used for residential developments or other purposes.
2. There is still too much on-street parking. It reduces visibility of pedestrians between cars and car doors opening in front of passing cyclists is currently one of the biggest hazards for cyclists.
3. There are still 'priority' cycle and walking routes which are shared with cars without separate bike lanes (as depicted in some of the pictures, e.g. on the High Street). Many potential cyclists will be put off if they feel 'unsafe' sharing the same space with cars. Separation of pedestrians from cyclists and cyclists from cars should be strived for on as many roads as possible.
4. Clarity is required about Cathedral Square. Designated cycle routes and paths through the Square would be good for cycle-commuters and for separating them from pedestrians.
5. There is little in the Plan for the visually impaired.
6. The west of the CBD, including the Arts Centre, is separated from the centre by Montreal Street and Durham Street. They will have traffic thundering along at 50km and will likely be used as North-South through routes. Slowing the traffic to 30km and encouraging motor vehicles to go around the Frame would be safer and quieter.

IS THERE ANYTHING ELSE YOU WOULD LIKE TO SEE INCLUDED IN THE ACCESSIBLE CITY CHAPTER?

1. High priority for building the active transport infrastructure as soon as possible.
2. Green paint demarcating cycle tracks on roads which are shared with cars and physical separation from cars whenever possible.
3. Maximum 30km an hour speed limit inside the Frame.
4. Cheaper, or free, car parking outside the Frame with park and ride schemes.
5. Mandatory provision of bicycle parks in new developments.
6. More car-free streets.
7. Numerous, safe, clean toilets and water fountains distributed throughout the CBD will enhance the accessibility of the central city, especially for people with bowel and urinary problems.
8. Plenty of seats throughout the central city. This is especially important for the elderly and anyone with limited exercise tolerance.
9. Barnes Dance pedestrian crossings at busier intersections. Generous crossing times for slower walkers.
10. Consider introducing places where electric cycles and mobility scooters can be recharged
11. More provision for cycling from the east to the public hospital.
12. Pedestrian bridge connecting the Canterbury Health Laboratories with the Public hospital (a vast amount of time is currently wasted by Hospital staff waiting to cross the road at the Oxford terrace).
13. The introduction of shuttle services from suburban areas to major events at any of the anchor projects or in Hagley park. This worked well in reducing the number of cars driven to large rugby events in 2012.
14. Please start the transport rebuild with the restoration of the Antigua Boatshed pedestrian and cycling bridge!

CONCLUSION

We are delighted that considerable thought has gone into providing better infrastructure for cycling, walking and public transport. However, the Plan still puts the private motor vehicle as the dominant mode of transport. More needs to be done to make active or public transport the obvious choice by making them safe, pleasant and often the quickest way to travel. This may have to be at the slight inconvenience of car drivers, but the inconvenience would be offset for them by having fewer cars on the roads and less congestion.

It is sometimes suggested we cannot afford a really effective active transport infrastructure; we believe that we cannot afford not to implement it.

In Christchurch we have a unique opportunity to lead the way in New Zealand cities for a really sustainable transport system, but this will only happen if much greater priority is given to active /public transport. We cannot afford to miss this opportunity to promote better health, less inequality, less carbon emissions and a central city transport plan generations to come will be able to enjoy.

Submission on the publicly notified An Accessible City- Christchurch Recovery Plan

Canterbury Earthquake Recovery Act 2011

To: Christchurch Central Development Unit

Private Bag 4999

Christchurch 8140

Contact Email: Withheld under section 9(2)(a)

Name of submitter:

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Property Services Division

University of Otago

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Contact Person: Katrina Roos- Resource Planner/Policy Adviser

Contact Phoi Withheld under section 9(2)(a)

Contact Emai

This is a submission on a new chapter of the Christchurch Recovery Plan known as An Accessible City, on behalf of the University of Otago, specifically the **Christchurch School of Medicine**.

The specific proposals in the chapter that our submission relates to are:

- Parking buildings proposed to be located near the School of Medicine/Christchurch Hospital;
- Secure cycle parking facilities to be provided at key locations, including the Hospital;
- New bus stop outside Hospital with several routes offering buses every ten minutes;
- CBD to provide designated walking and cycling routes;
- Through traffic in city centre to be 'discouraged' by traffic calming and a 30km per hour speed limit;

- The impact of road network changes on the School of Medicine at Riccarton Avenue and Oxford Terrace; and
- On-site car parking no longer required for new developments and the introduction of a maximum area standard for parking.

The University of Otago welcomes the opportunity to comment on An Accessible City. As a long term resident of the Christchurch Central Business District (CBD) through its branch of the Division of Health Sciences, known as the Christchurch School of Medicine, the University has a vested interest in the sustainable redevelopment of Christchurch following the earthquake events of 2010-2011. Generally the University **supports** the overall vision and specific projects identified in the chapter, but would like to comment on the notable changes to the city's transport network listed above.

Our submission is:

1. The University of Otago is committed to maintaining a strong presence in Christchurch City during the rebuild process. The University has been present in the city since the 1960's, operating at the Christchurch Hospital site on Riccarton Avenue and at a number of owned and leased properties in the CBD. In 2012 it celebrated 40 years of Health Science students in Christchurch. The Christchurch campus is now approaching 1000 students and expects to reach this target in coming years, despite the on-going disruption caused by the earthquake events.

2. Many students are on placement in the city learning practical skills in a variety of institutions, including Christchurch, St Margaret's and Burwood Hospitals. With nearly 100 research students in addition to staff, the Christchurch campus is also the hub of medical research for the city. The dispersed location of students and staff within hospitals and offices means that an efficient transport network offering multiple travel modes is very important to the University.

3. The University of Otago Campus Master Plan, completed in 2010, identifies Christchurch as a priority development area to accommodate growth in student numbers and resolve current teaching and learning space restrictions. Following the 2010 and 2011 earthquakes, the University's plans for the city now include extensive structural repairs to the Medical School building at the Hospital, which are nearing completion, and the development of a purpose-designed building for teaching, research and office space within the newly designated Health

Precinct included in the Christchurch Recovery Plan, consolidating the University's position within the CBD.

4. The University has reviewed An Accessible City and notes that many of the ideas put forward in the 2011 Central City Plan, prepared by Christchurch City Council following extensive public consultation, have appeared in the new document, although ambitious proposals such as a light rail link between the airport and CBD and the conversion of the central one way street system to two way streets have been excluded. The Recovery Plan is a great opportunity to establish a transport network that both accommodates vehicles and provides for viable sustainable transport options while taking into account practicalities such as funding.

5. The University supports the inclusion of new transport services near Christchurch Hospital, including a large covered bus stop for multiple city routes, parking buildings, and secure cycle parking. These services will benefit staff and students at the School of Medicine, reducing reliance on private vehicles for travel between different city sites and for the daily commute. It is however hoped that the improved bus service will be affordable, particularly for students, with multiple discount or concession options available in order to encourage use.

6. It is also important to ensure that the proposed parking buildings and cycle parks are of sufficient size and design to accommodate multiple user groups, including the Metro Sports Facility, the Hospital, the School of Medicine, and other employers and city attractions, particularly if street parking nearby is to be limited by the South Frame and Avon River Precincts. The chapter does not make clear whether the buildings and cycle parks are intended to cater for a broad range of user groups.

7. The University would therefore ask that the locations, layout and sizes of parking buildings and cycle parks are released to the public. Similarly, details of the proposed Hospital bus stop should be released, so the University and other user groups can determine whether it will be appropriately located and fully accessible to users with limited mobility. Detailed information on these facilities is vital for master planning the development of the Health Precinct as envisioned in the Recovery Plan and should be released as soon as possible, given that the master plan process for the Health Precinct has already commenced.

8. The Recovery Plan vision of reducing vehicle use in the CBD through lower speed limits, reclassification of certain roads and provision of better facilities for walkers, cyclists and bus users is welcomed. There is little detail given in the chapter on the support of these improvements beyond the city centre, but it is expected that principles of the chapter will be applied to transport planning initiatives in the Christchurch suburbs through an improved cycle network, more frequent bus services and direct routes, and roading projects to reduce the high levels of traffic congestion in certain areas. Without efficient linkages to the suburbs, improvements to the CBD will only benefit CBD residents and workers during business hours.

9. The chapter proposes the 'discouraging' of through traffic in the CBD via traffic calming, including a 30km per hour speed limit in the core and dedicated lanes for service vehicles. However the current one way street network through the CBD is to be retained, with the exception of Oxford Terrace/Lichfield Street and Salisbury/Kilmore Streets, ensuring that on the key roads traffic will continue to move on or near the speed limit of 50km. This appears a fair compromise between the status quo and encouraging sustainable transport, but it is hoped that this busy network of roads will not continue to determine the overall character of the CBD in the future.

10. The University owns land that it intends to develop at 16- 20 Oxford Terrace/31-33 Tuam Street, within the Health Precinct. This site will be directly affected by the conversion of Tuam Street to an eastbound one way street and the downgrade of Oxford Terrace/Lichfield Street to a quiet local road. While there are no objections to the changes to Tuam Street, the University would ask for clarification of the status of Oxford Terrace under the Recovery Plan. Limited access to this road for service vehicles and staff is desired, even if a speed limit of 30km per hour is applied.

11. It is noted that the requirement for developers to provide on-site parking as part of CBD projects has been removed from the District Plan as a result of the Recovery Plan. This is a positive development, as it will enable developers to maximise use of land and provide more amenity space, trees and plantings. The new maximum parking standard in the District Plan of 50% of the gross floor area of buildings on site should prove sufficient for the University and other developers to provide limited car parks for staff, visitors and service vehicles, but it is hoped that some flexibility will be permitted if the maximum proves insufficient for certain sites.

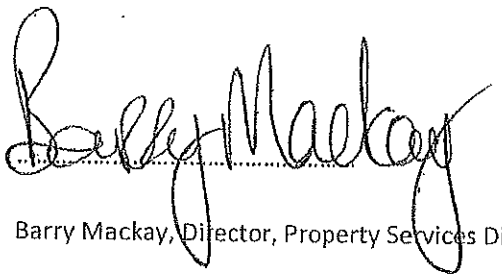
12. The Recovery Plan proposes that the lack of private parking will be offset by parking buildings and greater use of walking, cycling and buses. However unless there are meaningful increases in sustainable transport use, a lack of parking is likely to lead to demand exceeding supply and tensions between user groups. As mentioned above, it is vital that alternative transport options and the proposed new facilities are accessible, functional, safe and affordable with high quality linkages to the suburbs, or private vehicles will continue to be the preference of the overwhelming majority.

The actions sought by this submission are as follows:

- The expedient release of information on the location, layout and size of parking buildings, cycle parking areas and the new bus stop in the vicinity of the Hospital to assist the master planning process for the Health Precinct; and
- Clarification of access arrangements for Oxford Terrace following its declassification to local road, particularly its availability to staff and service vehicles for the Health Precinct.

We **do not wish** to be heard in support of our submission.

Signature on behalf of submitter:



Barry Mackay, Director, Property Services Division, University of Otago

1st February 2013

REITH HOLDINGS LIMITED

250 High Street - Christchurch

Representing: Reith Holdings (owner of 150 Hereford Street)

Proposal: Traffic and Parking for 'An Accessible City'

An Accessible City deals with two of the most important determinants of the city's success, access and parking. Reith Holdings feel that the Accessible City proposal goes some way to addressing these issues. We would however like to focus on three aspects, which could be improved.

1) Detail surrounding the current Parking plan.
2) Car access through Manchester Street.
3) Bus services

1) The level of detail surrounding the current Parking plans.

Reith believes that the publics' ability to park within the new CBD will be critical to the success of the retail precinct. Reith Holdings would like to point out that many parking spaces built, would be done so to accommodate the office 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 do not feel that enough has been done to determine the number of public parking spaces required or the distribution of these spaces. Also, it appears to us that many of the sites currently proposed for parking will not be built for this function.

We would like to see a more detailed analysis of public parking by specifying actual buildings, the number of parks in each building as well as independent estimates of the number of public parking buildings and spaces required.

2) Private Car access through Manchester Street.

Christchurch CBD will need to be easily accessible by private vehicles. As we all know, access is challenged by the fact that the Avon River provides a western boundary to the CBD and the river and the square also provide a northern boundary. For this reason, it is important that the east and southern access points service the CBD as efficiently as possible.

Head Office - P O Box 25409, Wellington 6146
Phone (04) 472 5745 Fax (04) 472 5763

We are concerned by suggestions that private car access through Manchester may be impeded or discouraged. We feel that impediments such as a service lane, cobblestones or the lack of widening where Manchester meets Armagh St and the Avon River, are shortsighted and fail to recognize what a critical access point this street will be. We are also 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.

Reith feels that 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 and minimizes the congestion.

We are supportive of the proposed greenery, boulevard feel and the trees between the 'on street parking' on Manchester Street.

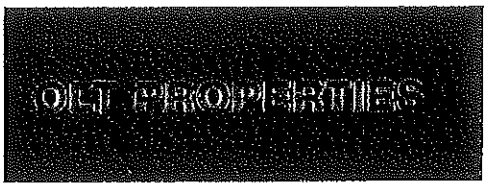
We would like clarification that Manchester Street will always remain accessible by private vehicles. We would like to see a discussion plan around a widening of the bridge where Manchester crosses the Avon River at Armagh Street, because we foresee significant bottlenecks at this junction. We feel that there should be further discussion around the design of the street with a goal of potentially having two lanes accessible by cars.

4) Bus services

Reith believes that the system of bus interchanges is not appropriate for the opening of the new city. It will create a negative association with travelling to the city and fails to take into account the changes that the city has undergone.

We would suggest providing mini busses for the services that have experienced lighter use in the past. This will reduce the cost to the council and ensure that all people trying to access the CBD will have a positive experience and thus be more likely to make repeat visits.

Thank you for your consideration



Representing: OLT Properties

Proposal: Traffic and Parking for 'An Accessible City'

Generally, we feel that there is enough space for all of the interested parties, namely cars, busses, bikes and walkers. We are supportive of much of the current proposal.

We are supportive of different speed zones within the CBD.

OLT Properties has concerns regarding:

1) Car access through Manchester Street.
2) The level of detail surrounding the current Parking plan.
3) We are supportive of the reinstatement of the trams.
4) Bus interchanges and cancellation of routes at this stage of the cities development

1) Car access through Manchester Street.

Access to the CBD for cars is vital to the success of the city and the retail within the CBD. We are concerned that Manchester Street is currently proposed for a single car lane travelling north and south. Conversations with CERA previously have indicated that a cobblestone street with significant impediments to public vehicles is envisioned.

We believe that Manchester is a crucial access street for the CBD and retail precinct and feel that since council have ownership of the land immediately adjoining the street, for the green frame, this offers a unique opportunity to widen the street to incorporate four lanes for cars, whilst retaining the feeling of a boulevard. This may take form in a number of ways, either two lanes for cars each way as well as the indicated central lanes for busses, or alternatively two lanes running either direction, one of which is shared use cars and busses. Either way, we feel it is imperative that cars can make easy access to the city via Manchester St.

We are supportive of the proposed greenery, boulevard feel and the trees between the 'on street parking' on Manchester Street.

We believe that without two lanes for cars there will be huge delays experienced when people park, when taxis pull over, if there is a breakdown and generally believe that such a critical access way should be expanded.

Further, there have been discussions suggesting that Manchester have only a single dedicated service lane for cars. We feel that such a move would be very short sighted as it would severely limit access to the CBD.

Level 15 Equinox House 111 The Terrace • PO Box 25409 Wellington 6146 • Phone: 04 472 5745 Fax: 04 472 5763

We believe that a plan is required to widen the bridge where Manchester meets the Avon River. Currently this is a two lane bridge. Clearly this creates a significant bottleneck.

2) The level of detail surrounding the current Parking plan.

Parking goes hand in hand with access as critical determinants to the city's ultimate success or failure. Currently the parking plan is too abstract and lacks enough detail to give us confidence that sufficient parking will be provided and that enough is dedicated to the public.

We are concerned that many of the current parking buildings marked will not in fact be parking.
We are supportive of the plans provision for up to 50% of the gross leasable floor area, as a positive form of encouragement. However, this incentive will not necessarily produce more parking for the public. There is no detail on the estimated parking provided for private versus public use.

We would like to see a much more detailed analysis of parking by specifying actual buildings, the number of parks in each building as well as independent advice on the estimated number of parks required and some analysis on the best locations.

3) We are supportive of the reinstatement of the trams.

We feel trams are a positive form of transport for the city. They are appreciated by tourists and add a cultural element to the CBD.

4) Bus interchanges and cancellation of routes at this stage of the city's development

We feel that the old system of straight through bus lines would be appropriate for the city opening for two reasons. Firstly, with the degree of changes that have occurred throughout Christchurch over the past two years, it is difficult to forecast the level of usage for any particular route once development is completed. Also, we feel that people's initial impression of the ease of city transport will have a lasting effect on the overall success of retail within the CBD. If people are forced to stand in shelters, even once, during a rainy or snowing day in winter, then they will turn away from the CBD and back to the malls.

Thank you for your consideration

Written submissions – March 2013

Click names below to jump to submission

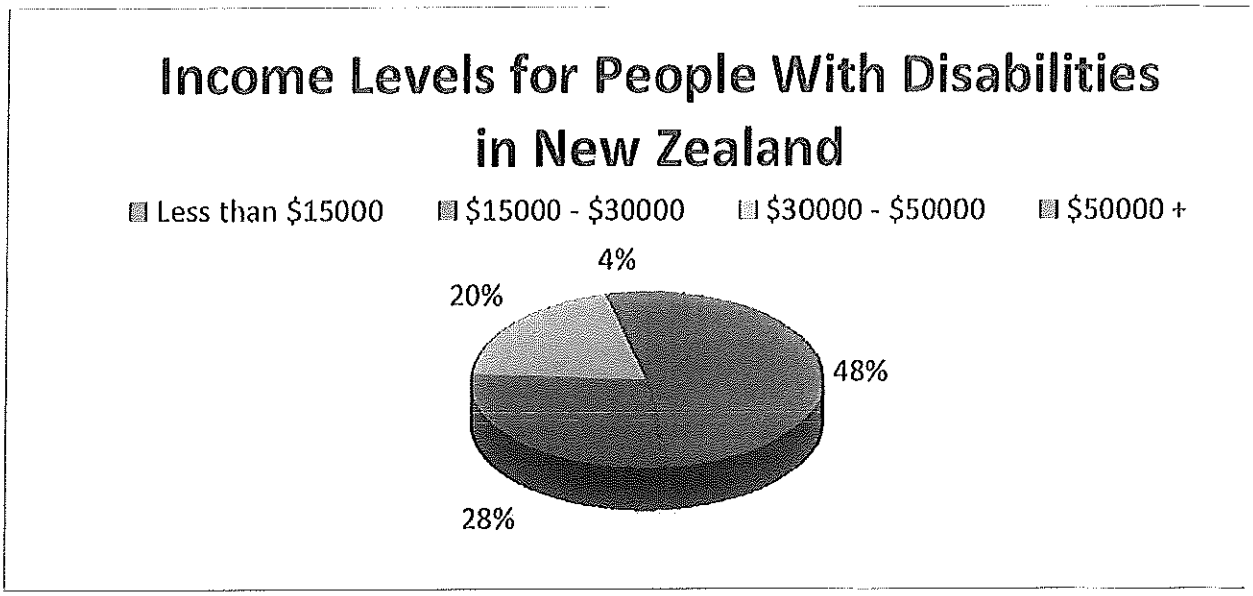
Notes For Christchurch Transport Plan (2012-2043)

The Following points relate to concerns from the disabled Community and families. As well as the wider community such as: Mums and dads with prams, children, older adults and the aged community, tourists and people recovering from injury.

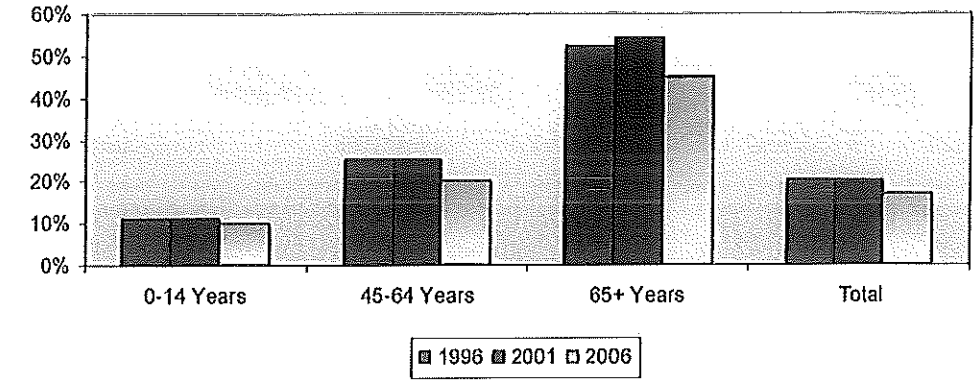
- Establishing cycle ways is good for the city and the health of its citizens. Disabled people would support this initiative. **"However, there are some concerns from blind and deaf citizens around sharing pathways with cycles as they may not see or hear them and therefore do not feel safe."** Also we need to ensure that these proposed cycle ways are accessible and wide enough for specialised hand cycles used by wheelchair users.

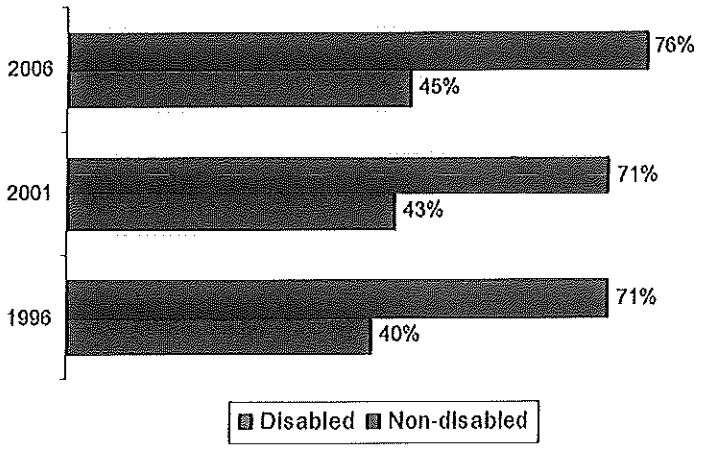
- The disabled community supports the idea of a coastal walkway providing: **"The entire coastal walkway is totally accessible for wheelchair and scooter users."** **Not** just a portion or section of the track which has happened in the past, for example Hagley Park - only 2/3 of the paths and walkways are sealed and the rest is paved in shingle and therefore not accessible for wheelchair users. All new public walkways need to be tar sealed and totally accessible to people with disabilities and the wider community.

- The disabled community often rely on the public transport system as sometimes their only form of transport. As a consequence they would support a more efficient system that promoted more routes and stops, covering the CBD and suburbs. **"However, the public transport system must be affordable disabled users – may be able to look at subsidising the carers who accompany people with disabilities on their journeys."** One idea is that people with disabilities pay full fare and their carer/support person gets on for free. We must consider the income levels of people with disabilities, employment rates of disabled people and their disposable incomes when looking at improving the public transport system for Christchurch.



Source: Statistics New Zealand, 2001 Household Disability Survey, 2001 Census of Population and Dwellings.





Source: Statistics New Zealand Census 1996 - 2006

- Also with public transport disabled people would like "**Raised Platforms**" at major bus routes and bus interchanges to allow for more efficient transferring on and off of buses and trains for wheelchair users, people with mobility issues and mums and dads with prams. This system would benefit the whole community.

- When looking at private motor vehicles it is important to disabled people that when assessing new road clarifications and transport corridors, planners consider "**That many people with disabilities use specialised adapted private vehicles as public transport is not an option due to the nature of their physical disability.**" So while there is a push towards less privately owned vehicles on the road please think about people with disabilities who rely on their private motor vehicles when looking at new road clarifications and transport corridors throughout Christchurch.

- The new transport strategy needs to take into account "**Adequate levels of mobility parking spaces, which also reflect the adequate/appropriate timeframes disabled people using mobility parking spaces throughout Christchurch.**" More often than not, the mobility parking spaces available to disabled citizens are too few in number and are do not allocate enough time. For example, currently many mobility parks only have a 10 minute time allocation on them, yet it takes someone with a wheelchair or scooter 10 minutes to transfer in and out of the vehicle. Short time frames allow no time to access the environment. "**More time is needed to be allocated to mobility parks – Short Term Parking of 30 minutes minimum and Longer Term Parking of 2 hour Minimum to allow people with disabilities to access their city and local communities.**"

- That the CBD has enough mobility parks allocated close to the centre of town with one to two hour time allocation, which will guarantee seamless and barrier-free journeys.

Christchurch City Council Equity and Access Policy

Christchurch City Council has developed its Equity and Access Policy which endeavours to remove the barriers to participation and contribution to community life for people with disabilities and their families/whanau. The Council has identified nine broad goal areas. Key objectives are identified for each of these goal areas.

Goal 1 - Communication with people with disabilities allows and encourages full access to Council information, events, services and facilities.
Goal 2 - People experiencing disabilities have opportunities to fully participate in Council design, planning and decision making.
Goal 3a - All Council services are accessible for people with disabilities.
Goal 3b - There is equitable access for people with disabilities to participate in Council run events and programmes.

Goal 4 - People with disabilities have equitable access to public services, facilities and environments.
Goal 5 - The rights and responsibilities of people with disabilities are upheld and promoted through advocacy and self advocacy.
Goal 6 - The Council works in partnership with the wider disability community, private, public and voluntary sector organisations to remove barriers for people with disabilities.
Goal 7 - A reduction in preventable injury and disability rates.
Goal 8 - The Council has an Equal Employment Opportunities environment and a diverse workforce.
Goal 9 - Disability staff and elected member training programmes are developed and implemented at all levels within the Council.

This policy has adopted the social model of disability. The social model views disability as something that arises from the disadvantages people experience because of their particular differences and characteristics. The social model of disability aims to remove the barriers in the social and physical domains that prevent people with disabilities from participating and contributing to community life.

Central City Plan States:

"Christchurch's Rebuilt Central City, should be a place for everyone. The buildings, open spaces and facilities that people visit, work and live in need to be safe , accessible and people friendly."

"The Rebuild of the Central City is an opportunity to make the area accessible and free of barriers through applying best practice in building and design in the planning of public spaces, buildings and facilities such as walkways, playgrounds, public transport and recreational centres."

Earthquake Disability Leadership Group Submission to the Christchurch Central Recovery Plan

Te Mahere 'Maraka Otautahi'

An Accessible City

Recommendations

1. **That consultation with the disability community is on-going and uses our expertise in the detailed planning and piloting of the new transport system reflecting general best practice and meeting specific needs**
2. **That NZ Standard 4121 (2001) *Design for Access and Mobility: Buildings and associated facilities* and related guidelines are used as the minimum compliance documents for the building code and transport related infrastructure**
3. **That infrastructure and transportation are accessible to all**
4. **That there are an increased number of accessible car parks as well as specific mobility car parks**

Context

The Earthquake Disability Leadership Group (EDLG) is pleased to provide a submission on the above strategy. It is essential to have a forward thinking transport strategy so that in years from now disabled people alongside all other Cantabrians participate fully and are an integral part of the Christchurch community.

The EDLG congratulates the Central City Development Unit (CCDU) on producing this comprehensive high level strategy that encourages consultation. We believe that on-going consultation is essential and partnership is an ideal to ensure that detailed planning occurs and that prior knowledge and examples are used to inform the work now and in the future.

In this submission, the EDLG provides the legislative context that guides our thinking and provides general and, to some extent, specific feedback about this draft strategy. Recommendations are highlighted at the beginning of the submission.

We support aligned Disabled Persons Organisations (DPOs) and disability organisations in their submissions regarding this plan and know that the specific impairment issues and solutions raised in these submissions outline sensible requests and outcomes that this submission may not detail.

The Earthquake Disability Leadership Group

The EDLG was established in December 2011. The group is a coalition of disabled leaders, DPOs, disability organisations and service providers.

A sub-group was established in June 2012. Initially called the Access Focus Group it is now Accessible Christchurch. The membership of this group includes the Barrier Free NZ Trust, CCS Disability Action, Deaf Aotearoa, The Royal New Zealand Foundation of the Blind, Be. Accessible, Lifetime Design, Enable New Zealand, Disabled Persons Assembly and Spinal Trust New Zealand.

The founders of EDLG believed it was essential to have one voice promoting best practice and the rights of disabled people during the recovery. We promote the diversity of our membership and acknowledge the different kaupapa and allegiances that these groups bring to the table. While we acknowledge the various identities, we promote that the advocacy with local and central government is collectively under the mantle of the EDLG to ensure consistent messaging.

The collaboration of these groups and agencies provide a strong local perspective and national overview to all issues relating to access. There is extensive expertise both technically and policy-related we can and have supported CERA and CCDU with.

The Principles and Policies Underpinning Access

There are two main rights-based documents used by the EDLG that guide our and government's thinking on the Christchurch recovery and rebuild - United Nations Convention on the Rights of Persons with Disabilities ratified by our country in September 2008 and the New Zealand Disability Strategy (2001).

The New Zealand Disability Strategy

Objective 8: Support quality living in the community for disabled people

Moving around the community

8.5 - Require all new scheduled public transport to be accessible in order to phase out inaccessible public transport.

8.6 - Encourage the development of accessible routes to connect buildings, public spaces and transport systems.

8.7 - Develop nationally consistent access to passenger services where there is no accessible public transport

United Nations Convention on the Rights of Persons with Disabilities

The Convention outlines the rights of disabled people in every aspect of daily life. These rights are not new rights but they are articulated specifically for disabled people.

The most relevant article is:-

Article 9 – Accessibility

1. ***To enable persons with disabilities to live independently and participate fully in all aspects of life,*** *States Parties shall take* ***appropriate measures to ensure to persons with disabilities access, on an equal basis with others,*** *to the physical environment,* ***to transportation,*** *to information and communications, including information and communications technologies and systems, and to other facilities and services open or provided to the public, both in urban and in rural areas. These measures, which shall include the identification and elimination of obstacles and barriers to accessibility, shall apply to, inter alia:*

(a) Buildings, roads, transportation and other indoor and outdoor facilities, including schools, housing, medical facilities and workplaces;

(b) Information, communications and other services, including electronic services and emergency services.

2. States Parties shall also take appropriate measures:

(a) To develop, promulgate and monitor the implementation of minimum standards and guidelines for the accessibility of facilities and services open or provided to the public;

(b) To ensure that private entities that offer facilities and services which are open or provided to the public take into account all aspects of accessibility for persons with disabilities;

(c) To provide training for stakeholders on accessibility issues facing persons with disabilities;

(d) To provide in buildings and other facilities open to the public signage in Braille and in easy to read and understand forms;

(e) To provide forms of live assistance and intermediaries, including

guides, readers and professional sign language interpreters, to facilitate accessibility to buildings and other facilities open to the public;

(f) To promote other appropriate forms of assistance and support to persons with disabilities to ensure their access to information;

(g) To promote access for persons with disabilities to new information and communications technologies and systems, including the Internet;

(h) To promote the design, development, production and distribution of accessible information and communications technologies and systems at an early stage, so that these technologies and systems become accessible at minimum cost.

Using this Convention article as the basis for the submission, accessibility must be viewed as a right and understood its meaning specifically as well as generically. Accessibility is more than connectivity and needs to be considered from a whole of journey perspective.

Plain Language Summary

Principles

- We have included the documents that guide our work. These are based on promoting and realising the rights of disabled people in New Zealand and internationally. The EDLG believes that disabled people have the same rights and responsibilities as all other New Zealanders and in this context have the same rights to move around, participate and be part of the community that they live in. There are specific needs that disabled people have. As citizens these needs are translated into rights and should be viewed accordingly.

- We know that if the city is accessible for disabled people it will be accessible for the whole population of Christchurch and all visitors to the city. Like everyone, the EDLG wants all Cantabrians to enjoy the city including families with young children, older people, and those who wish to cycle or walk through our city rather than drive. We also see the huge benefit of encouraging tourists back into Christchurch and having people with all abilities enjoying the gateway to the South Island. A number of these people will have disabilities and with an accessible city will enjoy the same opportunities as everyone else.

- We know that the CCDU have consulted well with the disability community and acknowledge them for doing this. The disability community is a diverse group and we are one of many communities within Christchurch. CERA, the Christchurch City Council, and Environment Canterbury need to demonstrate their acknowledgement of the diverse communities within Christchurch also. This diversity includes people who do not own a car because of the expense. Disabled people generally have a lower income level than those without impairment and often find that owning a vehicle is out of their reach. Therefore we are a group who use or will use public transport if it is accessible. Disabled people also tend to use taxi services and are pedestrians.

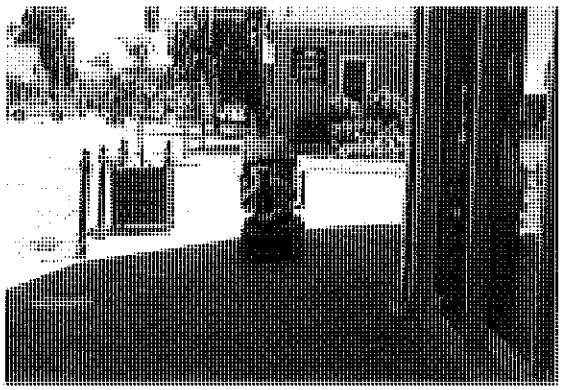
- The EDLG and the wider disability community have both lived experience and expertise that can be useful in developing a sound transport strategy in partnership with CERA and other stakeholders. As a group, the EDLG offers their support to CERA and in turn asks that dialogue continues beyond the consultation timeframe. Expertise has been and can continue to be drawn from Accessible Christchurch. The EDLG has networks of disabled and non-disabled experts that can advise on the various elements of transport. The disability community looks forward to an on-going partnership with CERA, the Christchurch City Council and ECan.

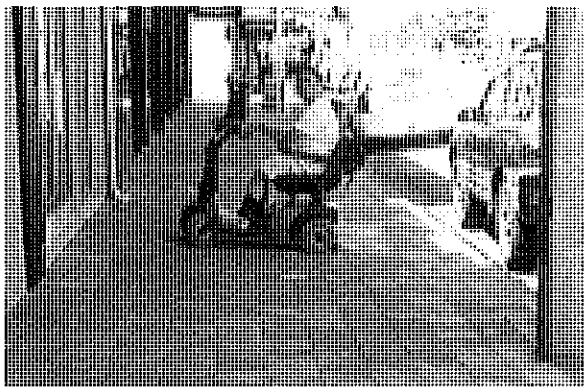
General Feedback

The EDLG endorses the draft Christchurch City Recovery Plan, work has gone into preparing this document and we appreciate the commitment made to exploring what it means to have an accessible city.

The submission asks for on-going consultation and to do this effectively requires a structured communication plan between all parties. The EDLG has heard this process has started and welcomes this.

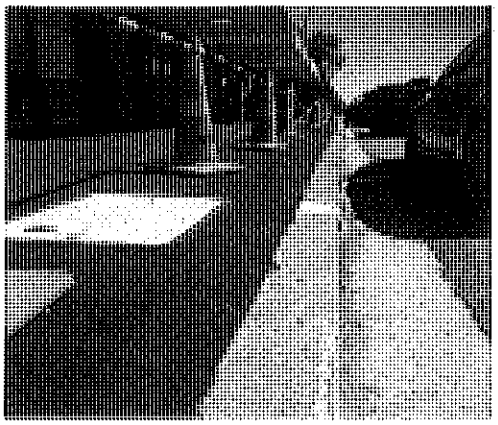
We also know that despite consultation with us previously consents have been given that should not have been. An example of this is a recent development in Merivale. The example we use is the paving on the corner of Papanui Road and Mansfield Avenue where the cross fall slope causes people, particularly those who use mobility aids, to drift off the footpath into the oncoming traffic. The EDLG does not want this "engineering" solution repeated in the central city. The camber of the footpath is also particularly dangerous for pedestrians with poor balance with the potential to cause falls resulting in injury.





This submission makes specific comment on different areas of the strategy but recommends strongly that the key stakeholders involved take a "whole of journey" approach as they plan for central city transport. The goal of this approach is to ensure accessibility from the starting point to the destination. This includes any transitions and facilities such as the bus exchange.

An accessible central city is to be applauded. However, the Land Use strategy which covers the remainder of Christchurch must have the same principles of access as this plan so that everyone including disabled people has the certainty that they will be able to complete any journey that they start. This would be the case on Cranford St where a bus stop is located adjacent to a new footpath where there is a sizeable drop between the top of the footpath and the street. When compared with the earlier mentioned Merivale examples, the inconsistency in environments do cause doubts the journey will be accessible.



CERA and the Christchurch City Council have advised that they have used certain models to gauge the distances in time it takes from one place to another within the Frame. They have used these models to ascertain the best routes for pedestrian, cyclists, public transport users and motorists. The timeframes have been judged on the minutes it takes for a regular Cantabrian to move regardless of whether they are walking or using different modes of transport. The EDLG encourages the planners to judge times according to what a disabled person i.e. a wheelchair user or older person might take to travel the same distance. Another suggestion is that disabled people are asked to test certain routes across the central city to see where kerb cuts might be placed and where crossings would be useful.

Recently there have been good examples of the accessible transport systems in Hamilton and transport strategies developed in Auckland. The EDLG requests that the developers of this strategy use the above resources to help inform future planning. Hamilton piloted the most useful forms of buses, bus stops, and pavement crossfalls. The EDLG is sure that the Hamilton City Council along with other key stakeholders would share this information freely for Christchurch to learn from.

Specific feedback

Moving Across the Core

- The EDLG supports the hierarchy used to support pedestrians and cyclists over motorists. The group is also in favour of the "slow core" where speeds are reduced and Cantabrians walking or wheeling have priority. The plan identifies how the main streets may look as well as the use of shared spaces. While the EDLG approves of this innovation we look forward to the development of sound ways for us to cross and move down streets safely and with ease. There may be different paving to delineate the different areas. However we ask that the different surfaces and kerb cuts are of materials and constructed in ways which allow for easy access. There may need to be research and again suggest that members of our group would provide information on these issues.

- Some disabled people travel in vans and if living in residential settings often arrive at a destination in a group. There a certainly some people who would enjoy walking or wheeling through the central city but because of specific needs other people may need to be dropped off at certain places within the Frame. Please ensure that there are adequate drop off and parking points for this to happen safely and with dignity. It must be remembered that taxis and taxi vans are public transport too and used

extensively by the disability community and must be allowed to pick up and drop off within the core where required

- The central city will be an exciting place to work and visit. There will be new buildings and quite different ways of moving around this area. Pedestrians including those with disabilities will be more a priority than now. Therefore the Christchurch community will need some education to learn these new ways of getting round their city. The EDLG encourages the education to include all communities that live within the city and how some of these communities have specific needs. For example, there may be very accessible street scapes and parking facilities. However, if there are sandwich boards and portable signs on the pavement that businesses use these then become a hazard. Let us involve all Cantabrians in the need to include all people.

Public transport

- The EDLG notes that the temporary bus exchange has good facilities and bus stops that allow accessible entry into the bus and adequate space for those that are waiting. Buses need to be completely accessible otherwise other components of an accessible journey become meaningless. Currently there are a range of companies that are contracted to provide the bus service. The EDLG asks that over an agreed timeframe buses and related transport are made accessible or replaced. The EDLG also requests that the drivers of these vehicles are trained as they learn to use this new system to also learn how to support disabled people well and better than they do now. There are bus services around the world, for example in Oregon, that have successfully used hoists and tie downs that have still been time and cost effective. CERA and the Christchurch City Council would be wise to research existing systems that work well and pilot vehicles and strategies that may prove useful for Christchurch.

Parking

- The EDLG asks that there is sufficient numbers of mobility car parks projected for a growing disabled and elderly population. There are large number of mobility card users in the city currently and know that this will increase over time due to the ageing population growth.

- The draft strategy indicates that there will more parking buildings and less on street parking. The EDLG supports this. The group asks however that the majority of car parking is made accessible with appropriate kerb cuts and surfacing regardless of whether it is a mobility car park or not. Disabled people have told us that they too want to use short term parking at times and find parking on the street easier than using a car parking building. For example, disabled drivers with poor hand function might not be able to use the ticket dispensing machines at parking buildings and will have to use on street parking.

Wayfinding

Good signage is essential for any community, especially within a new and evolving central city. Accessible signage is very important for disabled people – specifically those with sight impairment and learning disability. Again the EDLG says that if signage is good for disabled

people it will also be so for all who use the city. Again accessible signage within the Frame needs to be replicated across Christchurch to maintain consistency.

There are specific documents and guidelines already in use that provide a good overview of what needs to happen. These include NZTA Pedestrian and Planning Guide (2007 with 2009 updates)

Colour contrast for example is extremely important. White on yellow or vice versa are not good colours to use together.

Summary

The EDLG supports the draft strategy and recommend that the process used to build a strong accessible transport system and infrastructure is founded on best practice and the lived experience of Cantabrians and New Zealanders with disabilities. This must happen to ensure the beginning statement of the draft strategy is realised.

Enquires to

Ruth Jones

Co-ordinator of the Earthquake Disability Leadership group

Withheld under section 9(2)(a)

Environment Canterbury
Regional Council
Kaunihera Taiao ki Waitaha

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31 January 2013

Canterbury Earthquake Recovery Authority
Private Bag 4999
CHRISTCHURCH 8140

Environment Canterbury Submission on "An Accessible City"

Environment Canterbury congratulates the Canterbury Earthquake Recovery Authority for the production of the draft "Accessible City" transport chapter to be incorporated in the Christchurch Central Recovery Plan. We believe it represents an exciting vision and framework for the recovery of the central city transport network, and one that fits well with the wider intent of all the partners in the transport system across greater Christchurch and Canterbury, for the medium and long term.

Environment Canterbury acknowledges the extensive involvement ECan had in the development of the draft "Accessible City" and notes accordingly that the Council is very supportive of the vast majority of its content and what it signals for the future. The Council recognises that much work lays ahead to bring the vision to reality and reiterates it full support to CERA and recovery partners to ensure a steady recovery of greater Christchurch from the earthquakes of 2010 and 2011.

This submission has been approved by the Commissioners of Environment Canterbury, who would welcome the opportunity to liaise further directly with CERA on the specific content of our submission, should the opportunity arise.

INTRODUCTION

Our submission relates primarily to those areas of the document that we believe will have a material impact on the future efficiency and effectiveness of the public transport system across greater Christchurch, this being a key statutory function and significant area of expenditure for the Council (and the Crown) annually.

CERA will be aware that ECan is making a significant transition towards a more cost-effective public transport network. The manner in which all transport infrastructure and policy is implemented will a far reaching impact on the future success of public transport, and should not be considered in isolation. In particular our focus is on the proposed provisions for long term (commuter) parking, insofar as this is the key target public transport market segment for the Council and one where public transport can offer a significant contribution to achieving positive transport benefits that support economic wellbeing.

PARKING ISSUES

We recognise the need for appropriate car parking provision within the four avenues to enable access by private motor vehicles to meet all sorts of choices, needs and purposes. We also recognise the stated support by partner agencies towards growing public transport and the

Our Ref: RLTS/SUBS/2013
Your Ref:
Contact: Robert Woods

desired trebling of public transport use to and from the central city upon which "An Accessible City" is founded. These two issues are not necessarily compatible so we therefore strongly support a robust management of all public, private and commercial long term parking numbers, locations and pricing to ensure wider public transport aspirations are achieved across the city. Environment Canterbury and the Crown spend a large amount of money each year providing public transport services throughout the Greater Christchurch urban area. We are concerned that this level of investment and commitment may be undermined by a possible over-supply of cheap and readily available long term commuter parking that appears to be signalled in the consultation document (particularly with reference to the "indicative parking locations" identified on the map on page 17).

One of the major difficulties confronting the effective operation of public transport previously in the Christchurch CBD has been the ready availability of free or low cost long term parking. This proved an impediment to public transport growth, but it also allowed the central city to sprawl beyond a compact walkable and functional size. This meant that pre-earthquake Central Christchurch lacked the cohesiveness and sense of purpose and vibrancy that other central cities have, and which is brought on by the interaction of people as they move through the streetscape. More limited commuter parking options can create more opportunities to engage with potential customers, as they pass by different outlets and have access to the goods or services they have available (which is in essence how many suburban malls are laid out – limited access points from the car parks so shoppers must walk past more outlets).

Other cities around the world and in New Zealand, have seen higher per capita usage of public transport than Christchurch because parking space within their built up areas was restricted by either historical or geographical factors. Central Christchurch was flat and criss-crossed with streets with on street parking. There was an ample supply of off street parking as residences and smaller businesses had been bought-out over the last 50 years to provide for short and long term parking space. Pre-earthquake this had not resolved the problem of the inner city trying to compete with suburban retail centres, principally because the Christchurch CBD was spread-out and included a mix of retail, trade servicing and manufacturing activities within its confines – each of which had quite different and often non-complementary parking requirements. The "blueprint" for the new Central Christchurch recovery has proposed a more compact CBD, which has a more modern focus on retail, services to the public (as opposed to trades) such as council, government and financial institutions, offices, hotels and tourist accommodation and support businesses (food and restaurants). We would argue that this more modern mix of central city businesses will not require the same level of commuter parking provision that the old city layout needed. We also believe that the "Accessible City" draft attempts to acknowledge this with its emphasis on walking, cycling, main streets and public transport, but we feel that the commuter car parking proposals may serve to undermine the overall intent of the document and may again see a potential oversupply of parking that would be counter-productive to the vision of how the new central city will function.

CHANGES SOUGHT

We support the private on-site parking provisions of the document that allow for up to 50% of the gross leasable floor area to be used for this activity, recognising that private organisations will have their own drivers for parking provisions to suit their business needs and commercial imperatives. We also support appropriate provision for short-term parking to support recovery in the retail sector. Focussing on publicly available long term (commuter) parking provided by both public and private sectors however, we would ask CERA to be very wary of potential adverse effects on public transport (and indeed walking and cycling objectives) when finalising the transport provisions to be inserted in the Recovery Plan.

Page 17 of the document signals the retention of eight existing parking buildings within the proposed inner zone and the provision of two new parking facilities associated with the convention centre and the performing arts precinct anchor projects. Eight of the ten (six existing and two new) are within the proposed pedestrian-friendly core. We recommend that CERA strongly consider whether this quantum and location of publicly available long term parking will be

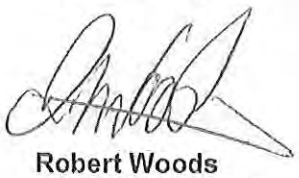
consistent with the pedestrian-friendly core concept as well as the aim to treble public transport use into the central city. We recognise the need to make provision at certain types of anchor projects, however there may be more economically-effective uses of the space at such locations, and indeed at the sites of existing parking buildings. A practical way to determine the actual need for long term parking could be to reconcile future employee numbers against the proposed number of spaces to be provided (both on-street and off-street), perhaps as part of a wider parking analysis.

As noted above, Environment Canterbury strongly supports the vision and direction set out in the document, but does have concerns in relation to commuter parking provisions. We believe the services we provide will complement the vision and support the substantial investment that government and private individuals are proposing for the redevelopment of a post-earthquake central Christchurch and we would like to see the vision set out in the consultation draft given every opportunity to succeed.

Attached please find a section by section analysis of the document and our thoughts on how they could be improved. If you require any clarification regarding this submission please contact Robert Woods at [redacted] or on [redacted]. We look forward to continuing to work with CERA in the months and years ahead.

Yours faithfully,

Withheld under section 9(2)(a)



Robert Woods
Programme Manager Transport

Page Reference	Heading	Environment Canterbury Comments
5	Accessibility	We support references to accessibility. We would note Environment Canterbury is also committed to providing access to public transport services and has a policy of maximising the use of wheelchair accessible buses on the network.
5	Transport	We acknowledge the importance of maintaining a strong inner city that is people friendly. This is a key element of both the UDS and the RLTS. ECan also endorses the support for growth in public transport, walking and cycling.
6	Speed zones	We support the Christchurch Central Speed Zones proposal.
7	Transport Choices	Support.
8-9	Walking	Support. We would suggest that the walking links into Hagley Park also be included on the map on page 9 (similar to the cycling linkages noted on page 11) to emphasise that walking is also an important recreational and commuter activity in and through this area.
10-11	Cycling	Support. We note the recent approach by Rob Henderson of Bicycle Ventures to CERA, ECan and CCC in relation to a potential bike hire scheme for the central city and would encourage CERA to make allowance for this in the Recovery Plan amendments. We also fully support the proposals to separate cycle lanes and note that the Canterbury Regional Transport Committee resolved at it December 2012 meeting to encourage agencies involved in the Canterbury re-build to make best endeavours to improve permanent cycle facilities as part of the rebuild where they are cost effective and safe to do so.
12	Main Streets	We support this section and note in particular the statement that main streets that are (public) transport routes will contain appropriate PT priority measures. We are most keen to see this followed through in the implementation as this was a key issue in the pre-earthquake central city environment, where through-routed bus services spent most of their scheduled travel time negotiating inner city congestion caused by

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Your Ref:
Contact: Rob Woods

		side friction and queues at traffic signals.
13-15	Public Transport	Environment Canterbury has been fully involved with the development of these proposals and, accordingly, fully supports them. We note that the possible bus interchange layout is but one of a number of possible solutions and look forward to engaging with CERA and CCC and potentially the private sector to deliver a bus interchange solution that works well for public transport but also sits comfortably with the surrounding streetscape and land uses. We also note the need for effective solutions at the super-stop locations and at suburban interchange locations that will enable ECan to complete it's transition to the hubs and spokes network model for public transport that will ensure less buses are required to service the central city in the future. We note the views expressed by the Bus and Coach association in relation to drop offs and layovers for tour coaches and would encourage CERA to work with them, and the City Council to ensure such needs are well managed in the future to support the tourism sector and the operators that support it. It would appear the nearby stadium may offer some potential for layovers close to the central city. We also note InterCity preferences for a location close to the bus interchange and note there may be a good opportunity for an on-street facility in Lichfield Street. A further point made was the provisions for coach drop off and pick up requirements at hotels, as required by the district plan. We support this view and would encourage greater specificity in the district plan by taking this opportunity the Recovery Plan presents to make improvements in this area.
16-17 & 18	Car Travel & Parking	As noted above we have some reservations regarding the type, location and quantum of long term parking provisions as this will impact upon the success of the proposed investment in other modes (particularly public transport) signalled in the document. The need for ten parking facilities should be reviewed, especially in relation to the proportion of these within the core, taken into account the probable detriment to public transport usage, and more economically effective/productive uses of the land.

19	Wayfinding	Support.
23	7.9.3	Recommend the addition of the word "from" after "to".
23	7.9.5	Recommend the addition of bullet point: • Do not adversely impact upon the demand for public transport to from or within the central city;
40	3.2.26	Recommend the addition of bullet point: • The extent to which it may impact upon the demand for public transport to from or within the central city;

1 February 2013

Christchurch Central Development Unit
Canterbury Earthquake Recovery Authority
Private Bag 4999
Christchurch 8140

Withheld under section 9(2)(a)

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, Novetel 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 divers 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.

Green
Green Party of Aotearoa New Zealand

Eugenie Sage MP

Christchurch Central Recovery Plan, 'An Accessible City – He Taone Watea'

Submission to Canterbury Earthquake Recovery Authority (CERA) CCDU

1 February 2013

Process issues

1. Process issues have restricted full public consultation on this draft transport plan. An Accessible City' draft plan was made public on 15 November 2012, and open for submissions until 1 February 2013. This coincides with Christmas summer holidays for many people, who may not have been aware that this plan was open for submissions. This time of year is not a suitable consultation period. The vast majority of respondents ina Green party survey have been unaware of both the draft plan and the submission process.

2. There has been inadequate detail to fairly comment on. For example, the plan mentions "key walking routes", "key cycling routes", and "key destinations", yet offers no definition of what is meant by these, which are clearly open to different interpretations. There is also nothing to explain the linkages in and out of the Four Avenues. There is nothing about funding.

3. There are no time frames mentioned in the draft plan. Even a basic time frame showing the sequence in which the plan will be delivered would have been helpful so that submitters could comment.

4. There is no review process for this plan, or what happens to the submission feedback once it is gathered. Providing hearings and a submission summary would help improve accountability and transparency. CERA decision makers are faceless compared to the City Council.

Community vision

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HOUSE OF REPRESENTATIVES NZ

Authorised by Eugenie Sage, Parliament Buildings, Wellington

5. The draft CERA plan has almost no vision of what the city should be like, nor has it had any community input in its development. 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 more focus and a clear agenda for how transport is to be improved instead of the current vague statements.

Environmental impact

6. Rebuilding 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 provision for cycling and walking.

Economic development

7. 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.

Public transport - buses

8. 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.

9. In the absence of this detail, we are asking for connections between the bus interchange and 'super stops' with the key walking and key cycling routes as well as facilities to safely park cycles. The distance between bus stops is of concern to us, particularly for elderly or walking impaired bus users. There is a recognised 500meter maximum distance between bus stops which appears to have been exceeded in this draft plan.

10. There is no commitment to dedicated busways . These are likely to would provide one of the simplest and easiest ways to reduce congestion across the city. More busways reduces bus travel times and with rising petrol prices is likely to encourage increased patronage

and reduce travel congestion. The major roadworks required means the rebuild is an ideal time to provide these. The plan should identify busway routes in the central city and how these connect across the wider city.

Cyclists

11. The plan lacks detail and commitment about the cycling infrastructure which means it is difficult to give specific feedback. Language such as "where necessary" and "other streets may also have improved, safer cycle facilities" is non-committal and vague. The plan lacks the strong commitment to safer, separated cycle ways that the people of Christchurch asked for in the "Share an Idea" process. CERA should use the community developed ideas in the CCC transport plan which has cycling at its heart.

12. Specifically the following are supported:
    - Main arterial streets to provide separate safe lanes for cyclists.
    - Recognition that although there may be "key routes" intended for cyclists, they will still use all other streets, laneways and connections within the transport network to get to their destinations, so it is critical that all places are safe for cyclists at all times.
    - 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 and substantial cycle parking to be included in any new parking buildings, as well as support facilities such as showers and clothes drying facilities.
    - Cycling should be viewed as a healthy environmentally friendly option for commuting, as well as a sport, and recreational activity. For many European cities, cycling is a popular means for tourists to explore a city. Christchurch is well placed to be that type of city for New Zealand due to its largely flat geography. We need easy safe cycle lanes for the people of Christchurch and for those visiting.

Pedestrians

13. 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.

14. The safety of pedestrians is a concern in particular on the main streets where a mix of motor vehicles, including busses, and cyclists will be along-side high turnover on-street

parking. The potential for pedestrians or cyclists to get hit, due to blocked views caused by on-street parking vehicles is a major safety concern.

15. Weather protection for pedestrians should be extended to cover the entire bus interchange as well as along key routes, bus super stops, and at major intersections.

Parking

16. The provision of parking facilities in the central city is overgenerous and at odds with stated commitments for a more cycle and pedestrian friendly central city. It highlights CERA's unwillingness to promote a serious investment in public transport.

Light Rail

17. More work needs to be done on rail options. The transport plan needs to safeguards the possibility of bigger public transport options in the future.

Accessibility

18. 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.

Yours sincerely

Eugenie Sage
Green Party of Aotearoa MP

Green Party spokesperson on Conservation, Environment, Water, Local Government, Christchurch, Land Information and Resource Management Issues

HAGLEY/FERRYMEAD COMMUNITY BOARD FEEDBACK

CHRISTCHURCH CENTRAL RECOVERY PLAN
AN ACCESSIBLE CITY - HE TAONE WĀTEA

The Hagley/Ferrymead Community Board (the Board) thanks the Canterbury Earthquake Recovery Authority for the opportunity to provide feedback on An Accessible City, He Taone Wātea, the transport chapter of the Christchurch Central Recovery Plan (the Plan).

As the elected representatives for the central city, the Board wishes to be engaged and involved in the implementation and development of the Plan, and has the following comments on the draft of An Accessible City:

Cycling

- Cycle/walkways through Hagley Park at present are well used and intended largely for recreation. It's expected that cycling will be actively encouraged and promoted leading to a substantial increase in cyclists, in the first instance. There will be, therefore, an increased demand for and uptake of cycle ways, dedicated cycle lanes and key cycling routes especially in the Central City, with commuting by bike intended to be encouraged and commonplace.

  Board members have identified potential conflict between the significant increase in those using the dual cycle/walk ways in Hagley Park for commuting and those using them for recreation, and suggests that this is considered in planning for these.

- The cycle route indicated on Page 11 shows it running east, at the Avon Loop, from Oxford Terrace and along Hurley Street into Rees and back onto Oxford Terrace. The Board suggests that given the development required for the proposed route between Hurley and Rees Streets, that consideration be given to this cycle route continuing on Oxford Terrace.

- The Board understands that the Christchurch Transport Strategic Plan includes an option for a major cycleway along Ferry Road. It is the Board's understanding that Council will undertake a corridor study for Ferry Road to determine how to manage different forms of transport. The Board's preference is that until this study is complete the An Accessible City chapter is flexible regarding the location of a cycleway along Ferry Road, and that a cycling route from the central city over Fitzgerald Avenue into Avonside Drive to link with Linwood Avenue is considered as an option.

Main Streets and Car Travel

- The Board supports that physical design measures be the method of reducing speed to 30km/hr within the core as, demonstrably, drivers currently exceed 30km/hr where those areas are sign-posted and 50km/hr along the four Avenues.

Public Transport

- Board members consider that the location and access for the super stop by the Hospital (pages 14 and 15) should be carefully considered. This intersection area is already extremely busy and proposed increases in patronage and vehicle movements due to development of the Metro Sports Facility, Heath Precinct and cricket oval, along with the emergency vehicle priorities will have an impact on the safety of users.

On behalf of the Board, thank you for considering the Board's feedback. Board members look forward to further involvement with the Christchurch Central Development Unit and the Plan.

Bob Todd OBE JP
Chairperson
Hagley/Ferrymead Community Board

Hagley/Ferrymead Community Board Support Team

TRIM 13/43627

Withheld under section 9(2)(a)

City Access Plan Submission to the CCDU.

On Behalf of: Hereford Holdings Ltd and Antony Gough

Address for service: Withheld under section 9(2)(a)

Contact: Antony T Gough Chairman

E mail: Withheld under section 9(2)(a)

Submission Details:

1. **Manchester Street.**

We are not clear that full car access will be available 24/7 in Manchester Street as this will become a major access way for vehicular traffic in the CBD. We would believe it is imperative that this is treated as at least a distributer street. We have concerns about what happens if a breakdown happens in one of the two normal vehicle lanes as unless there is a way of driving around the breakdown the whole road system will stop and clearing it may be quiet difficult. Either gaps in the central tree zones separating the bus lanes from the inner vehicular traffic lanes or the vehicular lanes need to be wide enough to allow a disabled vehicle to be pushed to the side of that lane to allow the traffic to flow. We see this road becoming a main artery for the east side of the business district.

We support the bus lanes in the centre of this widened road though would like consideration given to these bus lanes being shared lanes with other traffic at peak times.

We have concerns that the Manchester Street bridge at Oxford Terrace will become a bottleneck and future planning needs to show this as being increased to four lanes.

2. **Colombo Street.**

Access to the Lichfield Street parking building for those coming from the south and east of the city lack a direct route to this parking facility. We would like Colombo Street between Tuam and Lichfield Street to allow traffic to turn into Colombo Street. This section of Colombo Street appears to be highly restricted to normal private motor vehicles. We would like to see free left and right turns off Tuam and St Asaph Street onto Colombo Street.

With the public purchase of land between Tuam and Lichfield Street on Colombo Street this would be a great opportunity to widen this section of Colombo Street to allow better flow of buses, cars, bicycles and pedestrians and to create a boulevard effect. With so much of the properties facing Colombo Street between Kilmore and St Asaph Street having been demolished consideration should be given to widening Colombo Street between these two roads to create a central boulevard. Ballantynes is already set back so would allow for this as it is.

What provision has been made for the flow of emergency vehicles out of the city from the new justice precinct? It is important that these emergency services get clean and clear access routes at all times.

3. **East West Traffic Flows.**

How does the plan handle east west traffic flow with so many of these streets being blocked off by the proposed new stadium? We have real concerns that there are insufficient east west links for normal private motor vehicles.

Hereford Street particularly needs bus, taxi and delivery drop off points along most of it between Oxford Terrace and Manchester Street. This is particularly so outside the Ibis Hotel and close to Colombo Street to service the hotels in Cathedral Square.

Permanent taxi stands will be needed in Hereford Street on the south side close to Oxford Terrace to service the new hospitality precinct that will be built in 2013 and finished in 2014 along Oxford Terrace between Cashel and Hereford Street. There will also be two major access laneways coming from Cashel Street into Hereford Street from Cashel Mall that will need taxi and courier spaces.

We will be rebuilding Oxford Terrace between Cashel and Hereford Street as a major hospitality area so taxi stands nearby will be essential. We also are likely to put a hotel in the west end of this block so bus, taxi and delivery spaces along the south side of Hereford Street close to Oxford Terrace will be needed in the future. We expect this development to be up and running in the third quarter of 2014.

4. **Bicycles.**

We believe the requirement for every building to provide public, secure bicycle parking is not good and that bicycle parking for the public is better to be provided in public parking buildings. In some situations this could be a major impediment in making a particular rebuild project financially viable. We may find cyclists having to traverse the city looking at each small lot for a spare, secure bike park with some totally underused and others with excess demand.

Allow for cycle parks in the street where cyclists can lock their bike up in an open, convenient range of locations.

We support encouraging cycle parking for all day workers in private developments but feel the minimum requirements suggested in the plan too high and this should be left for the developer to decide the number of cycle parks he provides on site.

We must not lose sight that cycles represent only 3% of all transport modes, private cars represent 70% and yet there seems to be an over emphasis on what developers provide for cyclists. We should take a look at shopping malls as a way to access the real needs of cyclists in a retail precinct. Their ratios of cycle parking to retail space has been carefully worked out and should provide the basis of the number of causal parks really needed.

We believe no cyclists should be in the pedestrian only roads such as Cashel Mall, High Street between Cashel and Hereford Street and New Regent Street when these areas are closed to other traffic and become pedestrian only. We note that the draft 'City Access Plan' makes provision for cyclists 24/7 in High Street between Cashel and Hereford Street. This should be limited to the hours service vehicles are allowed in this area.

5. **Bus Interchanges in the Suburbs.**

At this stage we believe these suburban interchanges are not a good idea as they may encourage patrons to stop and shop in the suburbs rather than carry on into the city. We expect people's habits have had to change with the CBD being out of bounds for so many years so buses need to take patrons into the city without having to change at a suburban inter change.

Suburban interchanges may be something to consider in twenty years' time but not now while the city is trying to get back to life.

We believe that running large buses at off peak times is unnecessarily expensive, takes up a lot of road space and causes excessive damage to the already fragile roading system. We believe have a fleet of mini buses for off peak travel should be looked at. It will also give a more intimate and people friendly public transport atmosphere for patrons. Overseas mini buses make up a significant proportion of public transport. The cost of running a minivan as against a large 40 seat bus is substantially less. The buses should only be used in peak periods and then minivans in off peak times. There would be less wear and tear on the large buses as well as our roading system.

6. Public Off-Street Car Parking.

We believe no real detailed analysis has been done to identify what will be the parking requirements for the future and will we have sufficient to support a vibrant inner city. Shopping mall ratios will give a good basis to start with on the number of car parks required for 1,000 sq m of retail and office space. We would like to see the actual number of car parking space numbers for each proposed site and which ones council is planning to build. For instance in the past we had the ridiculous situation of our convention centre having grossly inadequate public car parking close by for the size of this venue.

We need real parking space numbers shown for each area for future planning.

We are concerned that only allowing use of vacant inner city sites for off-street parking to April 2016 is too short a period and that the plan should allow this sort of use of vacant sites at least to 2020.

7. Park Terrace vehicular access.

The plan is not clear about private vehicular access along Park Terrace. We see this as an important access route for residents living in the north west of the city and wish to ensure this route into the city is maintained as a primary access route into the city.

Deans Avenue is designated as the Avenue supporting the west side of the city. This is actually too far away to be a realistic support road for the west of the city and should be seen purely as a bypass north south route only.

Park Terrace will continue to provide the main access point for the North West residents of Christchurch to the city and so it along with Rolleston Avenue should remain Distributor Street rather than a local distributor street as proposed in the draft City Access Plan.

A bridge across the Avon River at the south end of Rolleston Avenue to link it with Antigua Street would complete the inner Avenue link between Bealey and Moorhouse Avenues and ease inner city traffic on the west one way system.

8. Trams.

We support the reintroduction of the trams but would like the pricing for locals to be addressed so that it could be used as a method of public transport for locals rather than the previous $12 per ride charge that clearly meant locals did not use it unless they purchased a full year pass. The introduction of a Citizens card would then allow duel pricing of the Trams and other facilities such as the museum and art gallery. We would then see such a card being used to provide additional services or discounts by businesses in the city.

We have read the submissions of the Christchurch Tramway Company and the Tramway Historical Society Inc. We fully support both of these submissions in all areas and like them see the Tram as a vital and important link, transport system and tourist attraction for Christchurch. Full support needs to be given to getting the original route up and running in mid-2013.

We also agree that the stage two route, that is not quiet complete around Poplar Lane, should be reconsidered so that it goes closer to the proposed new stadium. There is merit in looking at a temporary shorter stage two link that follows City Mall so that this section of the tram extension can be got up and running sooner and without having to complete the anticipated extension to the new stadium site that is many years away.

We see the introduction of the Trams into Oxford Terrace and City Mall as critical to allow visitors to find the Container Retail precinct and see the south part of the CBD. Previously we had many tourists take the tram thinking it was taking them through the heart of the city. They came away asking 'just where was the primary retail heart of the city?'

We realize that initially the patronage on the trams is likely to be substantially less than it was before the earthquakes so addition routes will assist these financials. We are pleased to see the strong support by the Christchurch Tramway Company and THC for reintroducing the trams even though their financials are far from certain.

9. Speed Limit.

We support the reduced speed limit to 30kph in the inner part of the city.

10. Oxford Terrace.

We note that there appears to be a total shutting of sections of Oxford Terrace that are likely to have a major negative effect on businesses that use this road as their primary mode of access. This is particularly so for the section of Oxford Terrace between the hospital and the Bridge of Remembrance. We believe this road should remain open to normal traffic.

We would like to see traffic in the section of Oxford Terrace between Hereford and Cashel Street limited up to traffic from 4.00 am to 10.00 am and then closed to all traffic other than trams. This section of Oxford Terrace should end up as part of City Mall but that it is also likely to have a lot of evening dinning so traffic along here at these hours is not desirable. We are planning on being able to service all our properties along here from underground basement areas off Hereford Street.

This restriction to traffic includes bicycles as they tend to be silent and so are a hazard for pedestrians.

11. Pedestrian Areas.

We wish to make sure that Cashel Street between Oxford Terrace and High Street, High Street between Cashel and Hereford Streets and New Regent Street remain pedestrian only after 10.00 am. To allow vehicles in these pedestrian only areas after 10.00 am is asking for an accident and would spoil the retail experience these streets provide.

12. Overall Plan.

In general we consider this plan to be well thought out and we support most of what it proposes subject to the above areas that we believe need clarification or modification.

We wish to speak to this submission at any submission hearing and would like to be in a working, small group with the CCDU and planners to achieve the best for our city.

Submission On the Draft for Consultation:
"An Accessible City He Taone Watea"
by Mark Gerrard,
Chair Historic Places Canterbury

Withheld under section 9(2)(a)

Historic Places Canterbury is a regionally based society whose role is to advocate for the retention and protection of Christchurch's and Canterbury's built heritage.
The New Zealand Historic Places Trust Canterbury Committee has officially transitioned to Historic Places Canterbury. Historic Places Canterbury whilst independent is affiliated to the national organisation Historic Places Aotearoa.

As Chair of Historic Places Canterbury, I am making this submission 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…"
Historic Places Canterbury disagrees 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.

Historic Places Canterbury notes 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).
Historic places Canterbury submits 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. We 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.

Historic Places Canterbury objects most strongly to the demolition of

this heritage building. We 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.

We 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...

Historic Places Canterbury concludes 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..."

Historic Places Canterbury strongly objects 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 lCongregational 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.

Historic Places Canterbury objects 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.

Historic Places Canterbury submits that the retention of existing Heritage Buildings be of the highest priority and that any proposed designs /planning be altered to achieve this outcome.

Historic Places Canterbury submits that if any proposal in this document results in the demolition of character, historic or listed buildings then if 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.

Historic Places Canterbury notes that it 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.

Historic Places Canterbury submits 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 we submit a plan be made for Moorhouse Ave to match the treelined illustrations so prevalent in this document

Wayfinding (page 19)

Historic Places Canterbury endorses the use of bilingual signage English and Maori in the "Wayfinding systems".

We also endorse the proposal for "information routes and signage" which recognise and reveal Tangata Whenua associations, history and sites of significance.

We 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.

We 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:

Historic Places Canterbury submits that any new proposed Plan changes should be clearly detailed in the documentation put out for consultation. Historic Places Canterbury has 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.

28 January 2013

An Accessible City
Christchurch Central Development Unit
Private Bag 4999
Christchurch 8140

Greetings,

CHRISTCHURCH CENTRAL RECOVERY PLAN

Thank you for the opportunity to comment on *An Accessible City,* the draft Transport Plan for the new central Christchurch. The Human Rights Commission (the Commission) agrees with the emphasis on making buildings, open spaces, streets and facilities within the central city safe, accessible and people friendly. However, the Commission considers that additional measures to those outlined in the discussion document will need to be undertaken in order to meet this objective.

The Commission is New Zealand's National Human Rights Institution. The Commission's functions are set out in the Human Rights Act 1993 (HRA) and include commenting on draft legislation, policy and guidelines that may have an effect on human rights. Section 5(2)(a) refers to advocating and promoting respect for, and an understanding and appreciation of, human rights in New Zealand society.

In addition, the Commission is part of the monitoring mechanism set up by the Government to report on the implementation of the Convention on the Rights of Persons with Disabilities (CRPD) in New Zealand.

The CRPD sets out a number of broad principles that must be adhered to at all times including participation in decision making, non-discrimination, accessibility and equality of opportunity.[1] In common with other international human rights treaties, and in view of the potential costs involved in fully implementing the rights in the CRPD, compliance is expected to happen progressively depending on the availability of resources. The redevelopment of central Christchurch represents a once in a lifetime opportunity to ensure that real progress is made in ensuring that disabled people have the same access to the full range of transport options that non-disabled people have.

The CRPD has various requirements in relation to the accessibility of the physical environment, information and communications, buildings, transport services and other facilities and services open to, or provided to the public. Amongst the most

[1] CRPD Articles 3 and 4(3)

important are that governments should take steps to ensure that disabled people have the same access as others to these facilities including by:

1. developing, monitoring and implementing standards and guidelines for accessibility of facilities and services
2. ensuring that private entities that offer facilities or services to the public or are open to the public take into account all aspects of accessibility
3. proving training to stakeholders on accessibility issues
4. providing accessible signage in buildings and facilities open to the public
5. promoting equal access to information including access to new information and communications technologies.[2]

As noted in the discussion document the Building Act 2004 requires that buildings must be designed so that disabled people can carry out normal activities and processes within them. Compliance with this requirement can be met either by adherence to the Building Code or New Zealand Standard 4121:2001 Design for Access and Mobility. The Commission is concerned that this approach will not result in a fully accessible central Christchurch. Amongst the limitations of this approach are:

1. The requirements of the Building Act and the associated standard and code covers only access to buildings and the associated access paths and parking. It does not cover the full range of built environment features that are envisaged in the draft Transport Plan
2. New Zealand Standard 4121: 2001 is clearly a minimum standard. Both the Canterbury Earthquake Recovery Authority (CERA) and the Christchurch City Council (CCC), who are both parties to the draft Transport Plan, have previously expressed their ambition for an accessible city of international standing. Reliance on minimum standards will not achieve this.
3. Best practice standards can only be achieved with the full involvement of disabled people in their development. Already, in the rebuild of Christchurch there are examples of buildings that have been issued with compliance certificates that do not reach best practice design standards, for example the Innovation Hub in Tuam St.
4. It is now over a decade since the NZS 4121:2001 was last reviewed. Universal design is an area where there has been a great deal of advance in technical know-how, development of practical solutions and awareness of the diversity of rights represented in the notion of universal design. These advances in awareness and technical expertise need to be reflected in any standards used in the rebuild of Christchurch.

The Commission recommends the development of Universal Access Guidelines to guide the further development of transport in Christchurch.

The Commission is part of the Earthquake Disability Leadership Group (EDLG). The EDLG is a group of disabled people and interested organisations established to ensure that the rebuild of Christchurch makes the most of the opportunity to enhance

[2] CRPD Article 9

the achievement of disabled people's rights. The EDLG recognises access as one of the key issues both in establishing new facilities and services and providing transitional and temporary facilities and services.

The EDLG is sponsoring the development of up to date guidance on the use of NZS 4121:2001 as the minimum standard for accessibility. The guidance will serve as an update and provide a checklist to assess compliance to the minimum standard. A draft of the guidance will be available in February 2013 for consultation and it is planned to be published in May 2013. The EDLG would welcome comments from the partners in the Christchurch Central Recovery Plan on the draft of the guidance. The Commission recommends that this guidance be used a core document in developing Universal Access Guidelines for the development of Christchurch.

A similar approach has been adopted by Auckland Transport in establishing Universal Access Guidelines, and an accompanying checklist, for its new rail station designs. The guidelines and checklist take the requirements of NZS 4121 and add best practice standards in areas not currently covered by the standard. The Commission understands that Auckland Transport, in consultation with disabled people, is developing similar guidelines for other aspects of its transport network such as the transport interchanges. The guidelines are a continual work in progress, but at any one time represent a code of practice for the design of new transport projects.

This approach has a number of distinct advantages that the Commission would like to see developed for use in Christchurch including:

1. **Particular aspects of the Guidelines can be trialled or piloted with disabled people**.
   The Commission was involved in a pilot of accessible public transport features in the Waikato in 2006. The pilot enabled the Waikato Regional Council, Hamilton City Council and the New Zealand Transport Agency to work with disabled people to establish which features of the accessible journey, amongst timetables, bus stop design, infrastructure, bus design and the like would result in the greatest gain in usability for disabled people. The results of that pilot have since been progressively implemented and resulted in a substantial increase in the number of disabled people using public transport in Hamilton.

   In contrast the second review of the Requirements for Urban Buses, carried out in 2011, largely ignored the advice of disabled people and was undertaken as an entirely desk- based exercise. The result has been a huge variation in the actual accessibility of new buses built to these requirements.

   In another, but related area, the Canterbury District Health Board's Health System Showcase demonstrates the wisdom of trialling the design of large new developments with the eventual users.

2. **A continual improvement approach can be adopted.**
   To the Commission's knowledge no overall audit of the accessibility of the current Christchurch transport networks has been carried out. There are now good tools for auditing public transport facilities[3] and good examples of where audits have been successfully carried out.[4] An approach that audits an aspect of the current transport network before developments take place and then again in the design and implementation phases is both a practical and effective means to provide an accessible central Christchurch.

   The CCDU, in discussions with the EDLG, has undertaken to ensure that all the Christchurch anchor projects will be fully accessible. The Commission understands this will be achieved by accessibility audits being carried out at the planning, design and construction phases. The Commission strongly recommends that this process is adopted for developing the Christchurch Central Recovery Plan.

   There are now a number of voluntary planning guides that could be incorporated into an initial Universal Access Guideline, trialled in an area, and adapted.[5]

3. **Applicability across the City and across agencies**
   The Commission recommends that a Universal Access Guideline be used not just for the development of the Christchurch Central Recovery Plan, the subject of this submission, but for all the activities of CERA, CCC, CCDU and Environment Canterbury that involve the development of public facilities and infrastructure.

Thank you for the opportunity to comment on *An Accessible City,* the draft Transport Plan for central Christchurch. If you have any queries about the content of the submission or would like further information please contact Bruce Coleman, Senior Policy Analyst,

Withheld under section 9(2)(a)

Yours sincerely

Paul Hunt

Disability Rights Commissioner
Kaihautū Tika Hauātanga

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[3] C. O'Fallon, *Auditing Public Transport Accessibility in New Zealand.* New Zealand Transport Agency Research Report 417: October 2010.
[4] CCS Disability Action, *Street Accessibility Audit Report for Otorohanga District Council.* CCS Disability Action: August 2011.
[5] New Zealand Transport Agency, *Pedestrian Planning and Design Guide.* NZTA: October 2009

28 November 2012

Accessible City Plan Submissions
Christchurch Central Development Unit
Private Bag 4999
Christchurch 8140

To Whom It May Concern:

Thank you for the opportunity to give feedback on the Accessible City Plan.

About InterCity Group (NZ) Ltd

1. InterCity Group (NZ) Ltd or ICG operates a variety of transport and tourism services around New Zealand.
2. Included in these services is New Zealand's largest long distance land transport network *InterCity Coachlines.* We also operate a wide range of sightseeing tours and cruises through New Zealand that complement the InterCity network.
3. ICG is a 100% Kiwi owned company. We do not receive any central or local government subsidies.
4. ICG welcomes circa 2 million customers p.a. onto its services. Around a third of our customers are international tourists with the remaining two thirds being Kiwis travelling around their own country and visiting friends and family.

ICG's Christchurch Operations

5. Christchurch is the busiest part of our South Island network with up to 14 scheduled departures and arrivals every day. Key destinations from Christchurch include:
    a. Ashburton, Timaru, Oamaru, Dunedin, Gore, Invercargill, Te Anau
    b. Geraldine, Tekapo, Aoraki/Mt Cook, Omarama, Wanaka, Queenstown
    c. Kaikoura, Blenheim, Picton, Nelson
6. We offer twice-daily services to and from most of the above destinations. On Fridays and Sundays the frequency increases for some routes.
7. Currently we are operating from "The Crate" - a temporary ticketing office situated on 118 Bealey Ave. The ticketing office is on an empty section however we understand from our landlord that he has plans to develop the site and we may not be able to stay in this location for much longer. Please note that:

InterCity Group (NZ) Limited
Millennium Centre, Building C, Level 2, 602 Great South Road
Greenlane, Auckland, New Zealand, Private Bag 26 601 Epsom, Auckland
P + 64 9 583 5700 F + 64 9 583 5768 E info@intercitygroup.co.nz W www.intercity.co.nz

a. The lease and ticketing office operations are undertaken by Ritchies Transport Holdings. Ritchies is a shareholder in ICG.

b. Prior to the February 2011 earthquake Ritchies operated from an office on Worcester St with two coach parks outside.

c. There is no marked coach parking at the 118 Bealey Ave site however we operate there with the knowledge and approval of Christchurch Council.

8. Due to the volume and complexity of the services we are unable to operate without ticketing office staff on site. For this reason we were unable to relocate our services to the Rolleston Ave coach parking that was established earlier this year by Council.

Feedback on the Accessible City Plan

9. Our comments relate primarily to the Public Transport section of the Plan however in general we commend the CCDU for this important plan and the opportunity for the public to have their say.

10. We are fully supportive of CCDU's proposal to create a Bus Interchange and to provide space for long distance coaches around it. The benefits of integrating the Urban and Long-Distance networks will be positive for residents and visitors alike.

11. We submit that CCDU should seek input from the operators of scheduled long distance coach transport in order to ensure that there is sufficient space for current and future usage. We are aware that the Bus and Coach Association will be submitting to you on the Plan and we have provided a copy of our submission to them so they are aware of our thoughts. ICG is very willing to engage in any information/planning exercises that CCDU wishes to undertake in order to make sure that the long distance coach parking area is appropriate.

12. As mentioned in the section above, a small retail office will be required for the ticketing and operational functions that are undertaken on our behalf by Ritchies. We submit that CCDU should give consideration to the following points:

    a. We note in the Plan that there may be Retail space opportunities within the Bus Interchange. This area may be appropriate for the Ritchies/ICG ticketing office. We are keen to discuss this possibility further with CCDU.

    b. In addition to ticketing and sales of ICG services, the Ritchies office also sells a wide range of other transport and tourism products. The range of information and services available at the office would be valuable to visitors to the City who arrive at the Bus Interchange.

13. It is very important that timeframes are established for the Bus Interchange as early as possible. As mentioned in the section above, Ritchies may be forced to leave the 118 Bealey Ave site in the near future. At present we have been unable to identify any other location in the City which can provide the core dual features of coach parking plus retail office space. Given the importance of the ICG network to Christchurch visitors and residents alike it is important that ICG, Ritchies and CCDU work together collaboratively if timeframes are such that a transitional step is required before the Bus Interchange is in place.

14. We believe it is important that the long distance parking area at/near the Bus Interchange is reserved for scheduled service operators only, in order to avoid congestion issues. Thought should be given to where tour groups, charters and other ad hoc coach parking should be accommodated.

15. We also submit that CCDU should consider the provision of long distance coach parking at or near the i-SITE. The i-SITE is a major visitor information hub and, by providing a coach pick up option nearby, the accessibility and ease of use for international tourists in particular will be improved. Note that we are not aware of any decision on where the i-SITE will ultimately move to, however we submit that long distance coach parking should be considered when the i-SITE location decision is being made.

Summary

16. Thank you for the opportunity to provide comment on the Accessible City Plan and we trust that you have found the information provided useful.

17. There are a range of topics which may need consultation between ICG and CCDU and other parties in the near future. We are committed to providing any assistance possible to the process - please do not hesitate to contact us.

Yours sincerely,

Sam Peate
General Manager Coaching

InterCity Group (NZ) Limited

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An Accessible City
He Taone Wātea

CERA Canterbury Earthquake Recovery Authority

Christchurch Central Development Unit

from: Andrew Evans
AE Architects Ltd

Submission Form

note: I can email a PDF or word doc of this if desired - ring me.

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.ccdu.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?

see attached submission

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?

Not keen on 4 laning Manchester st - has the potential to become an unpleasant highway unless landscaped very carefully.

An Accessible City
He Taone Wātea

CERA Canterbury Earthquake Recovery Authority

Christchurch Central Development Unit

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

yes - see attached proposal

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.ccdu.govt.nz**

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

Your contact details

Full Name:	Andrew Evans
Organisation (if applicable):	AE Intrados - architecture
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.ccdu.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**.*

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.

SUBMISSION CCDU ACCESSIBLE CITY

There is a disconnect in the proposed **Christchurch Central Recovery Plan, An Accessible City** between the diagrams & ideas shown in section on cycling and the Main Streets section. As an example Colombo Street is shown to be both a key cycling route with separated cycling lane & a main street with extra wide pedestrian ways and narrow streets without cycle ways.

This dichotomy will be very hard to solve with current width of roads. I have a potential solution in some situations.

1) In a case where a whole city block is cleared on one side (& design for a rebuild on the site has not progressed far) of a proposed key cycling route the CCDU (or CCC) would **purchase a right of way** (see my sketches 'THE ZONE' in green) of round 3-4m wide and say 2.7m high with allowance for limited structural support adjacent the street.
2) **This right of way would be used as the footpath.** Building owners could build over the zone as desired
3) **With the 3m extra width gained could provide decent safe cycle ways** (see my sketches- 'THE RESULT' in red)
4) This extra width could be piecemeal, sometimes on one side of the street, sometimes the other, sometimes not at all- anything helps!

This solution provide advantages:

a) decent cycle ways are provide- accommodating all user groups on main streets
b) architecturally this should lead to be some very interesting solutions
c) the retailers at ground floor subject to negotiation could have more flexibility using this right of way space than a normal footpath- doors could perhaps swing out onto it, part could be used for tables or display of goods. I would envisage that the right of way would require a minimum if 1.5m-2m of clearway at all time for the passing of pedestrians. This could create atmosphere, life and character if its allowed to happen
d) the costs of purchasing a reasonably narrow right of way of a limited height off building owners is miniscule compared with whole blocks. The building owners still get the same, if not better street frontage but their sites are reduced in width at ground level

further thoughts:

m) The pedestrian street should in theory be little darker whether it has a standard canopy or usable space over it.
n) Adjacent the new right of way i would envisage a zone of about 0.6m (perhaps less) of further pedestrian space before the road/ cycle lane started to provide a transition spaces so that people wanting to cross the street could be beyond any columns and therefore has a clear vision of any upcoming road users
o) The system of building owners providing the public pedestrian route has been used in Asia for a very long period-see attached photos of Kuching, Malaysia. It creates great visual variety, a sense of life and movement in the footpath below
p) The structure on the boundary edge would have to be limited to allow good light onto the new footpath, however it would be in the property owners interest to provide this, and the

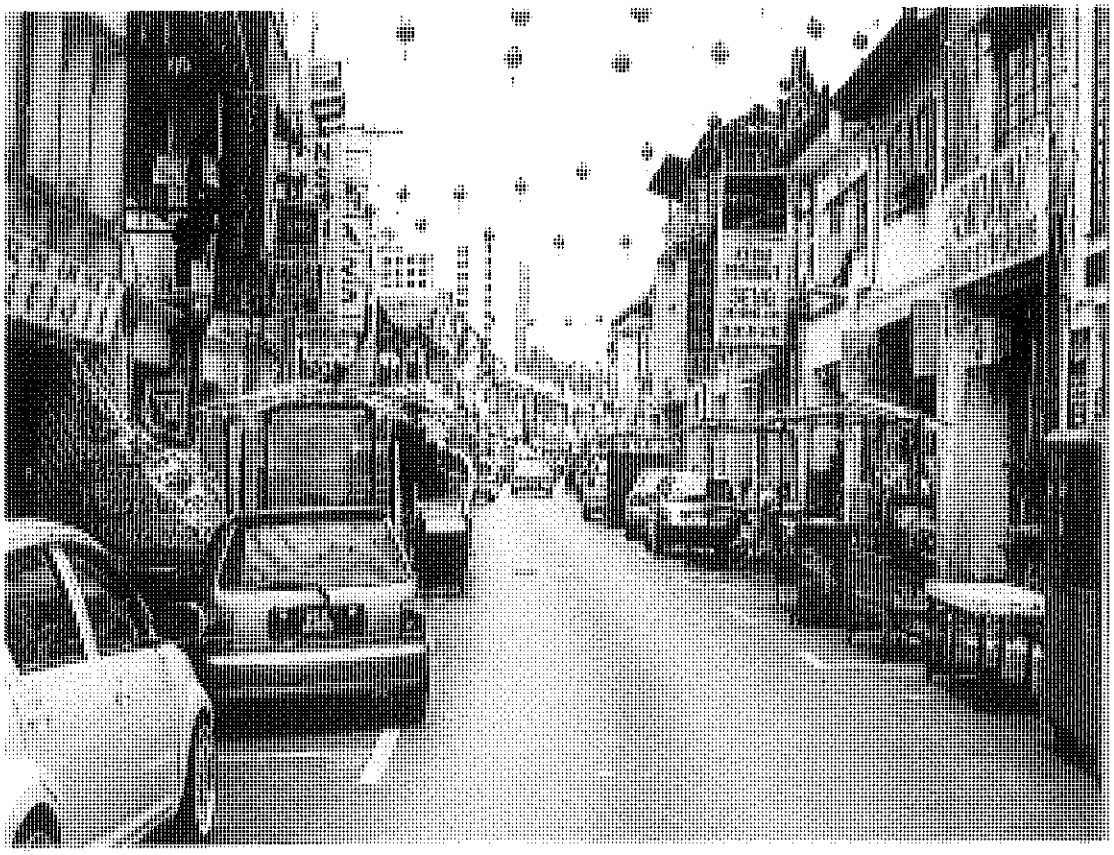
right of way rules would have to be written in a balance between creating good architecture, good pedestrian functionality and the rights of all parties.

q) I have not delved into how the extra usable street width could be dealt with- i have suggested bike lanes but it could just as easily be bus lanes, wider footpaths, outdoor seating spaces etc

r) If this is to happen it needs to happen quickly before site owners spend large amounts of design fees or they will not get on board- this needs buy in from them

s) The cost of the proposed right of way could be either paid in cash or by permanent rate reduction. Its cost could also be reduced by allowing part of the right of way to be used by the building owner (as per item c) above, and the fact that the owners development rights above are unaffected.

t) A fire engineer should be consulted to see if the proposed legal & physical structure would create any implications for fire design of the new building before things went very far.



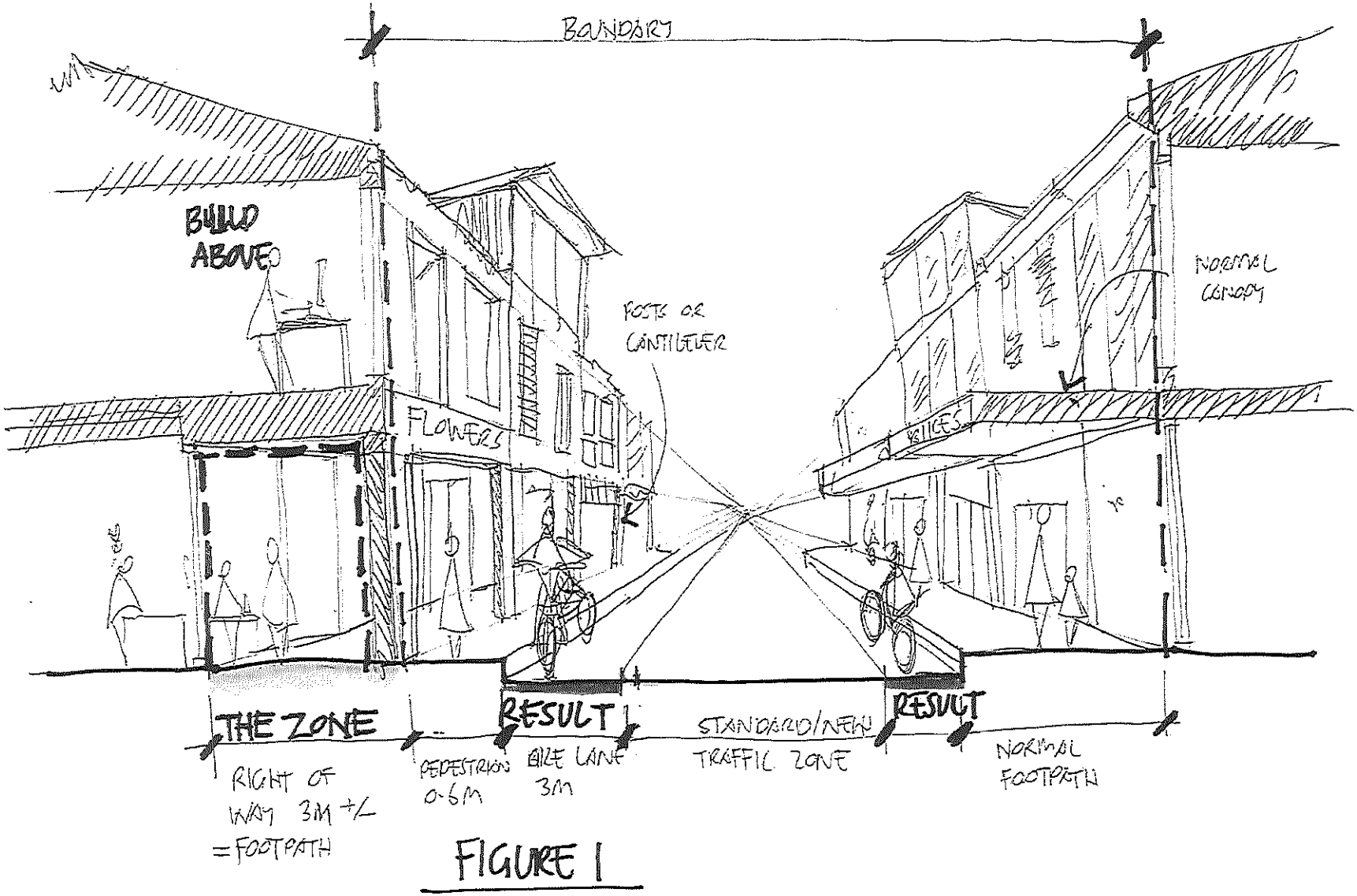

BOUNDARY
BUILD ABOVE
FLOWERS
POSTS OR CANTILEVER
NORMAL CANOPY
BIKES
THE ZONE
RESULT
RESULT
RIGHT OF WAY 3M +/-
=FOOTPATH
PEDESTRIAN 0-6M
BIKE LANE 3M
STANDARD/NEW TRAFFIC ZONE
NORMAL FOOTPATH

FIGURE 1

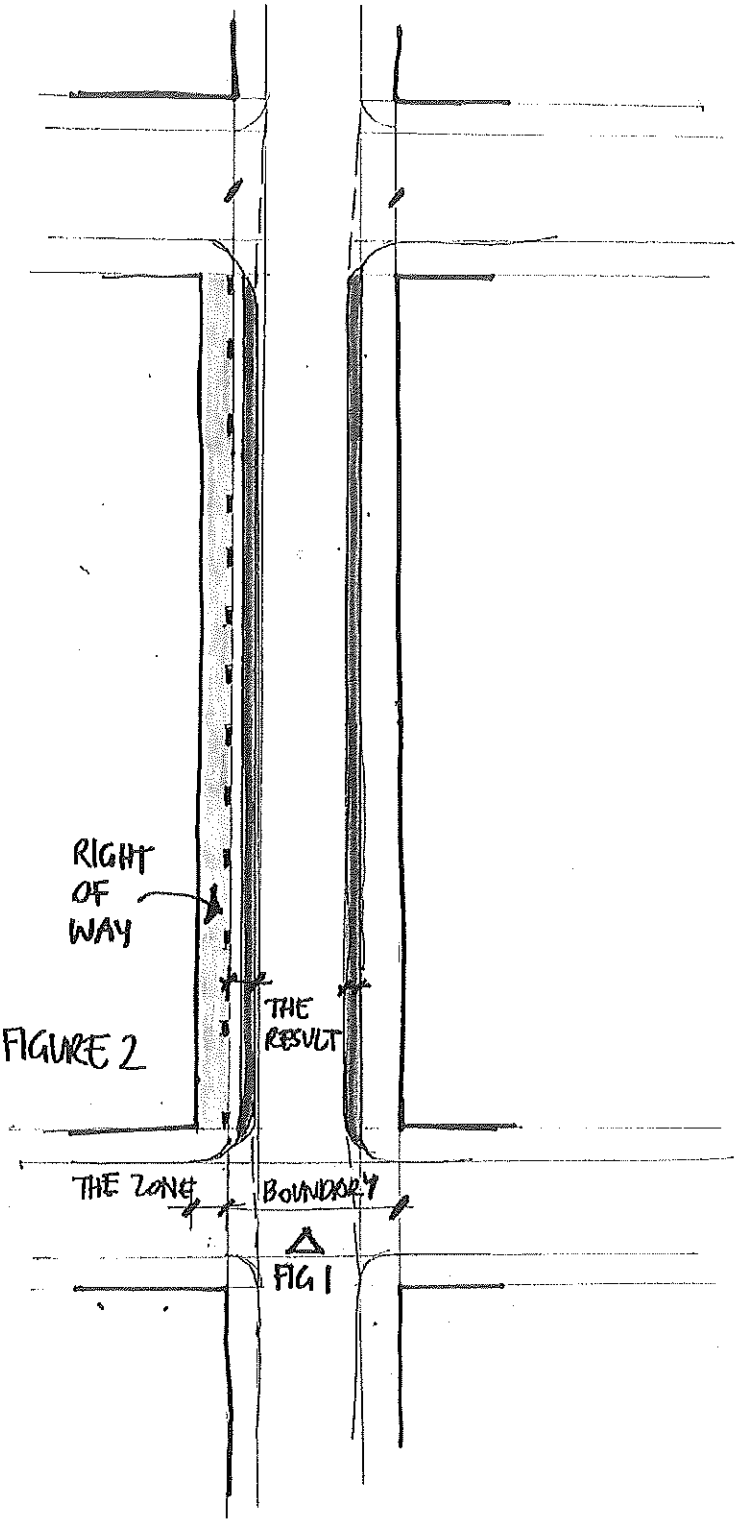


FIGURE 2

IPENZ
TRANSPORTATION GROUP

CHRISTCHURCH CENTRAL RECOVERY PLAN, AN ACCESSIBLE CITY – HE TAONE WATEA

TRANSPORTATION GROUP SUBMISSION TO CERA – 1ST FEBRUARY 2013

BACKGROUND TO THE IPENZ TRANSPORTATION GROUP

The Transportation Group is a Technical Interest Group of the Institution of Professional Engineers New Zealand (IPENZ). It has approximately 1,200 members in total, with approximately 180 in the Canterbury/West Coast branch. Membership is made up of transportation, traffic engineering, and planning professionals working in central government, local government, academia and the private sector. Members of the Transportation Group use all modes of transportation in Christchurch and are passionate about realising a transport system that can support a stronger, more resilient and successful city in the short and long term.

The Canterbury/West Coast branch of the Transportation Group views the transport network as a key feature across Christchurch that will play a critical role in helping people travel and businesses to thrive within and across the Central City.

SUBMISSION

This submission is the result of a draft document formulated by the Canterbury/West Coast Transportation Group Committee and has been circulated to members for comment.

Feedback received during the presentation and discussion forum to the Canterbury/West Coast branch of the Transportation Group on 4 December 2012 has been incorporated into this final document for consideration by CERA.

While the Transportation Group (TG) does not always achieve consensus, this submission is the culmination of feedback from Transportation Group Committee and Members from the Canterbury/West Coast branch. This submission highlights *areas* of consensus but the Group acknowledges that other members who have not commented on this submission may have diverging views.

SPECIFIC COMMENTS

1. ACCESSIBILITY

The Group supports the provision of a more accessible, safer and people friendly built environment as outlined in the opening statement of the draft 'An Accessible City' chapter of the Christchurch Central Recovery Plan (referred to as the 'draft Plan' throughout this submission).

2. TRANSPORT (GENERAL)

The Plan outlines a transport system that will allow people to travel easily between the central city and other parts of Christchurch and to get to key destinations within the central city, whether they are walking, cycling, using public transport or driving. This involves prioritising routes for various modes of transport to provide efficient and safe access to and from the central city. **This approach is generally supported by the Group and it is appreciated that the successful implementation of this will depend on a wide range of factors.**

Comments in relation to speed limits are outlined below:

2.1. SPEED ZONES

a) The revised District Plan provisions accompanying the Accessible City Plan define transport zones within the central city. The Inner Zone is where vehicle speeds will be lowered to a maximum of 30km/h 'to ensure pedestrian safety' and 'make it easier for cyclists to share space with cars'. The TG supports the 30km/h speed limit proposed for the Inner Zone as it is appropriate for this Zone and has huge benefits in terms of safety and comfort for pedestrians and cyclists. Pedestrians in particular have a much lower chance of being killed (5%) when hit at 30km/h as opposed to 50km/h (40%), (Pedestrian Planning and Design Guide, 2007). However it is noted that within the Inner Zone (Map 6) shows that there are several streets with a proposed 50km/h speed limit. **This variation of speeds within the Inner Zone is not supported for the following reasons:**
   - The inner zone will have a higher concentration of pedestrians than the rest of the central city and therefore a consistent low speed limit will reinforce the intended pedestrian friendly (and safer) environment.
   - Signposting the transition between different speed limits within the Inner Zone will create confusion for drivers and clutter the streetscape.

b) The text below the map on Page 6 indicates that some 50km/h streets such as Durham Street/Cambridge Terrace will be managed at a slower speed to fit the surrounding environment. **The TG recommends formalising the intended slower speed at the outset.** Likewise Montreal Street which passes through the busy Cultural Precinct will at times operate at 30km/h (peak times) so the **TG recommends that this is also introduced on Montreal Street.** If the modelling reflects likely low travel speeds at peak time the capacity of the one-way streets would not be reduced at those times if a lower speed limit is implemented.

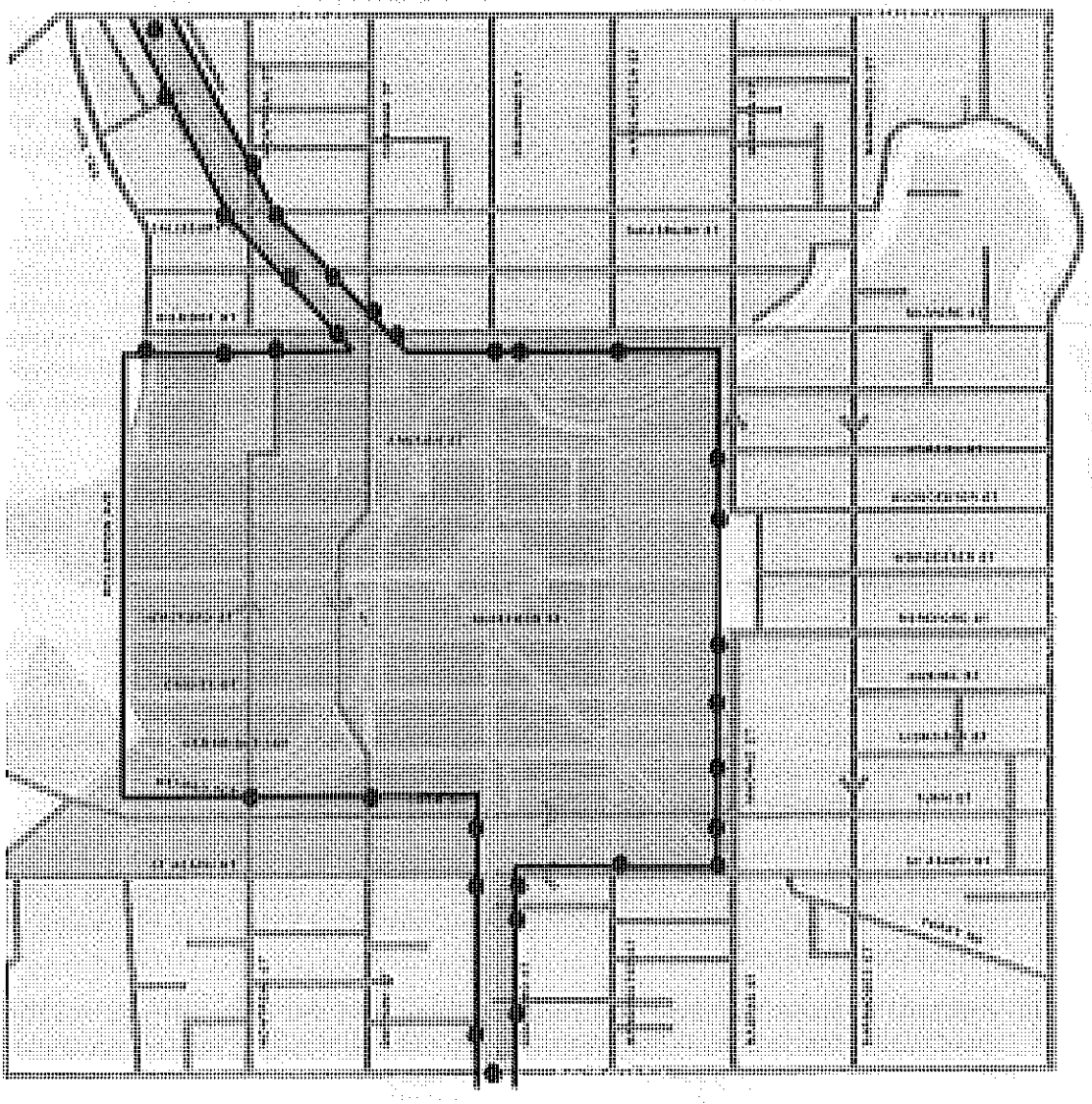
c) The TG acknowledges that it is generally not considered suitable to reduce the speed limit of collector roads (or this case Main Distributors) to less than 50km/h (NZTA, Setting of Speed Limits, 2003). However the length over which the lower limit would apply is considered appropriate. **The TG recommends that the speed limit on Durham Street/ Cambridge Terrace and Montreal Street within the Inner Zone is reduced to 30km/h.**

2.2. EXTENT OF INNER ZONE

It is appreciated that the Inner Zone is also linked to District Plan Rules that are aligned with land use aspects of the District Plan not just speed limits. However the following matters were raised at the TG member forum for consideration.

a) If the Inner Zone was to have a consistent speed limit of 30km/h, as we recommended earlier, this may have an impact on Tuam Street which becomes one-way eastwards providing a key public transport route; it is recommended that Tuam Street be located outside of the Inner Zone except for the section between Colombo Street and Manchester Street where the Bus Interchange will be located (the high number of pedestrians at this location would benefit from a 30km/h speed limit)

b) An alternative Inner Zone (shown by the dark blue line) is illustrated below to reflect comment (a), this is close to that proposed in the Plan however reflects a boundary that is located between intersections and demarked by a gateway treatment (shown by red dots). These gateways could of course be placed on the other side of the Inner Zone boundary. **Speed limit transitions at signalised intersections are not recommended. The TG recommends that the Inner Zone boundary is reconsidered along the lines of the diagram below if the speed limit within the Inner Zone is 30km/h for every street.**



c) The issue of the speed limit in the area between the Inner Zone and four Avenues was discussed at the Group Forum, and in particular the issue of residential streets where a lower speed limit was supported. **The TG recommends that consideration to reduce speed limits be given to clusters of residential streets where appropriate.**

3. WALKING – HAERE PAITURI (P.8-9)

a) The TG supports the 30km/h speed limit in the Inner Zone, and expects that it will improve pedestrian safety.

b) The TG supports the key walking links shown on p 9. However:

- **The TG recommends a definition of what is meant by 'key' walking links, which would be useful for readers, since everyone will have their own interpretation of this term.**

- It appears that the links shown are only *proposed* new links. This is not consistent with the cycle routes map (p11), which shows existing links. There is a risk that any existing links (such as those through Hagley Park) may be overlooked, and in time lost if they are not highlighted in a strategic document such as this. **The TG therefore recommends that existing key walking links which are to be retained, including those around and through Hagley Park be shown on the map on p 9.** This would then be consistent with the cycle routes map.

- There are only three walking links which extend to the four avenues (Victoria Street at Bealey Avenue, Kilmore Street at Fitzgerald Avenue, and Colombo Street at Moorhouse Avenue). Of these, only the Colombo Street link crosses one of the avenues. It is unclear how the walking links within the avenues connect with walking routes outside the avenues. **The TG therefore recommends that linkages with walking routes outside the four avenues be shown on the walking links map,**

- The link around the river loop from Kilmore Street to Barbadoes Street is unlikely to be used by "utility" walkers (e.g. those walking to or from work) because of the extra length required. **The TG therefore recommends a more direct walking link in the north east corner.**

c) In addition to the key walking links, pedestrians will use all other streets, laneways, and through block connections within the network. These places also need to be attractive to, and safe for, pedestrians. The TG therefore commends the typical slow core street cross section shown on p 8, and **recommend that safe and pleasant pedestrian facilities should be provided throughout the network, and especially at road crossing points and intersections.**

d) The TG considers that personal security is essential to the viability of the walking network, particularly after usual business hours. The TG therefore supports crime prevention through environmental design principles being followed in the design of the pedestrian network.

e) Linkages between the retail and business areas, and the proposed and existing residential areas in or near the central city are not mentioned in the text nor shown on the map. **The TG recommends that walking links to the residential areas be identified and shown on the maps within the Chapter.**

f) There is no mention in the document of walking facilities suitable for pedestrians with disabilities. **The TG recommends that International best practice for the provision of pedestrian facilities for all users be adopted. As a minimum, we recommend compliance with NZTA's Pedestrian Planning and Design Guide (2007).**

g) As noted in our comments on the Public Transport section, the spacing and location of the bus interchange and super stops will require long walks to access public transport. There are no key walking links connecting specifically with the bus interchange or super stops. **The TG therefore recommends that those key public transport destinations should be included in the network of key walking links.**

h) Many of the key walking links run through, or adjacent to, open space. This helps provide a quality walking environment during fine weather. However, in Christchurch's climate, pedestrians, particularly those walking as a means of transport (such as going to or from work or the shops), put high value on shelter from the elements. **The TG therefore recommends that:**

- The requirement to provide weather protection for pedestrians (rule 2.2.6 Appendix 1 – Amendments to Christchurch City Council's District Plan) should be extended to include all four sides of the bus interchange, and key routes to the bus super stops.

- Shelter should be provided at locations where pedestrians must wait, such as major intersections.

4. CYCLING - EKE PAHIKARA (P.10-11)

a) The TG supports the 30km/h speed limit in the Inner Zone, and expect it to improve cyclist safety within the central city.

b) **The TG recommends that a definition of what is meant by 'key' cycling routes would be useful for readers as everyone will have their own understanding of this term.**

c) The TG supports the key cycling routes as shown on Page 11. It appears that the routes shown are the proposed key cycling routes. As noted in the Walking section, this is not consistent with the walking links map, which does not fully illustrate the existing walking links which are also shared cycling routes. There is a risk that any existing cycle routes (such as those through Hagley Park) may be overlooked, and in time will be lost if they are not highlighted in a strategic document such as this.

The TG therefore recommends that existing key cycling routes which are to be retained, including those around and through Hagley Park be shown on the map on Page 11. This would then be consistent with the proposed amendments to the walking links map.

d) The document states that the cycle routes within the Avon River Precinct and the Frame will be separated in most places from the walking links. This approach is commended to reduce the conflict between cyclists and pedestrians. This is evident with the north-western side of the river shown to accommodate cyclists while the south eastern side of the river will accommodate the walking link. This separation would reduce conflicts between these modes however it could be difficult to enforce.

e) The cycling routes map shows the key routes extend to and across the four avenues in ten locations. However at Kilmore/Fitzgerald/Avonside intersection, the cycling route does not extend east of Fitzgerald Avenue (down Avonside Drive). **The TG recommends that consideration be given to showing Avonside Drive as an extension of the cycling route towards the eastern suburbs.**

f) Similarly, there is no cycle route shown on Madras Street extending from St Asaph Street to south of Moorhouse Avenue to provide a link from both the city and the southern suburbs to CPIT. **The TG recommends that Madras Street from St Asaph Street to south of Moorhouse Avenue be considered as a key cycle link to connect CPIT to both the city and the southern suburbs.**

g) On comparison with the finalised Christchurch City Council (CCC) Christchurch Transport Strategic Plan 2012-2042, the key cycle routes within the central city (on Page 11) are consistent with the high level "major cycleways" shown in the CCC document. However the CCC cycling maps also show an integrated network of local and recreational cycle ways that link in with the "major cycleways". **The TG therefore recommends that the cycling routes should identify the links to the existing and proposed routes beyond the four avenues.**

h) Similar to the comments made in the Walking section, the key cycle route around the river loop from Kilmore Street to Fitzgerald Avenue is unlikely to be used by commuter cyclists because of the extra length of travel. **The TG therefore recommends a more direct cycle route in the north east corner of the central city.** For example consider the proposed two-way Salisbury Street as a direct east-west cycling route on the northern side of the central city. It is acknowledged that the route located on the northern side of the Avon River would be popular with recreational cyclists.

i) There are different types of cyclists which need to be catered for, ranging between the more confident commuter cyclist and the less experienced recreational cyclist that has time and is more inclined to use a longer route that is less trafficked or even off road.

   The TG notes that the more confident cyclists will continue to use roads such as Moorhouse Avenue while less confident cyclists will avoid these roads by taking other routes. **The TG therefore recommends that cycling routes are provided to take into account the differing needs and these should be shown on the plan.** At present the four avenues are not shown as key cycling routes yet it is known that many cyclists do use the avenues. If it is intended that the four avenues form an integral part of the cycle network linking the central city to the wider cycle network then this should influence the facilities provided on the avenues.

j) In addition to the key cycling routes, cyclists will use all other streets, laneways, and through block connections within the network. These places also need to be attractive to, and safe for, cyclists at all times of the day.

k) The TG commends the possible cycle lane options (refer to Page 10) with either a kerb providing separation between the cycle lane and the traffic lanes or using a raised or different surfacing to differentiate the cycle lane from the traffic lane (for roads that are prioritised for cycling). It is noted that such measures are effective in mid blocks with careful consideration and more detail required on how these separated cycle lanes are treated at intersections and driveways. The TG was concerned that standalone kerbs and raised surfaces may present a trip hazard to pedestrians crossing the road. This has the potential for pedestrians to fall into the path of a motor vehicle or cycle.

l) It was noted that other streets may also have improved safer cycle facilities but no further detail on the treatments and the streets under consideration. **The TG recommends that a minimum standard for accessibility on all streets is adopted to provide consistent measures for cyclists within the central city area.** Consideration should be given to ensuring that these measures are consistent with the wider transportation network strategic plan.

m) We agree with the desire to encourage more people cycling into the central city. The city being generally flat and easy to cycle around it is essential that the connections between the central city and the wider network are legible, safe and that routes are provided to suit the needs of both the commuter and recreational cyclists.

n) The TG agrees that secure cycle parking facilities should be provided at convenient locations including the proposed Bus Interchange and at the "Super Stops". This will encourage people using different modes of travel to and from and within the central city. **It is recommended that further definition be provided as to which locations will be considered key destinations.** This definition should include both anchor project sites and other civic buildings. The document states that "Building developers will be encouraged to provide cycle parking in their buildings". **The TG recommends that this statement should be modified so that the building developers have to meet the City Plan requirements for cycle parking (as given in the Appendix: District Plan Provisions).**

The TG considers it essential that well designed cycle facilities and crossing points (including being well lit and safe) are provided in convenient locations so that people are encouraged to cycle to their destinations in the central city.

5. MAIN STREETS – HUARAHI MATUA (P.12)

a) We support the concept of providing mixed use streets that are prioritised for pedestrians and cyclists. The 30km/h speed limit proposed in these streets will be effective in increasing pedestrian and cyclist safety.

b) However the TG is concerned about the mix of motor vehicles, including buses, with cyclists alongside high turnover on-street parking. The street design and speed management will be critical to the success of cyclists and motor vehicles sharing the lane.

c) The TG is also concerned that the word 'main' has connotations for vehicle priority as reference is often made to driving the main road through/into town. Some of our major arterial roads reinforce this notion with Main North Road and Main South Road as key examples. We would suggest exploring alternative wordings for the 'Main Streets' concept such as 'Core Streets' or 'High Streets', though one of the Main Streets is called High Street.

d) The speed zones map on page 6 shows 30km/h areas on the three proposed Main Streets but the extent of the main street concept is not made clear within the document. **We recommend that the full extent of the Main Street concept is shown on a map whether on an existing diagram in the document or with a new map altogether.**

e) The TG considers it possible that the Main Street concept will detract from the other more compact precincts proposed in the city centre. For example Colombo Street is very long and passes through various precincts, linking these precincts through the street design will be important. The walking environment on the Main Streets will need to be as pleasant as possible with significant priority given to pedestrians at side streets. Ample cycle parking would need to be provided throughout the street to attract cyclists.

f) The streets selected for the Main Street concept were key vehicular routes into the city before the earthquakes. In particular Victoria Street which connects the Durham/Montreal one-way pairs with Papanui Road and still serves this purpose. Our concern is that while Victoria Street has a lower speed limit, the alternative longer route via Bealey Avenue may not be attractive enough in terms of overall

travel time and drivers may still use the shorter route. High traffic volumes would be undesirable for the Main Street concept given the shared traffic lane and desired pedestrian environment in these areas.

Sufficient priority and coordination at the traffic signals on alternative routes will be needed to attract through traffic away from 'Main Streets'. Banned turns and alternative intersection layout designs may be required to achieve the 'Main Streets' concept.

g) To provide a more permeable pedestrian environment **the TG recommends a landscaped median treatment that is not accessible to motor vehicles and provides refuge for pedestrians crossing the road.** However we appreciate that the width of the existing road reserve on the proposed 'Main Streets' may be restrictive in including this in the 'Main Street' concept.

6. PUBLIC TRANSPORT - HE WAKA PAHIH (P.13 - 15)

a) Two way bus routes are proposed throughout the planned network, to help passengers locate stops for their return journey. However, Tuam Street and St. Asaph Street are shown to operate as one way streets for all modes of traffic. It is important that the permeability between these two streets for bus patrons is maximised, which can be achieved by utilising the frame rather than relying on the north-south street network.

b) Lichfield Street (and possibly Oxford Terrace) will continue to provide important links to the city core. It would seem possible for some sections of these streets (between Riccarton Ave and Durham Street) to operate as bus/walking/cycling only environment, to reach stops close to the inner core Mechanisms to restrict access by other vehicles could be utilised (e.g. automated bollards).

c) The Transportation Group considers bus stop spacing to be critical in the Central City to encourage passengers to access destinations on foot conveniently, particularly in poor weather. Public transport design guidelines[1] recommend bus stop spacing should be in the range of 150m to 250m for central areas and 250m to 350m for commercial areas. At the forum it was revealed that there are locations within the central city where these ranges will be exceeded such as there being no stops between the Hospital and the Interchange. It is suggested that bus stop spacing be designed in line with best practice guidelines to encourage access by bus as greater spacing distances are likely to deter use of public transport.

d) In terms of the Central City layout between streets the TG encourages providing walking routes, including through buildings, which add permeability for reaching bus stops as directly as possible, again to increase convenience of bus travel.

e) At the end of this section the draft Plan briefly mentions Heritage Trams and that repairs and reintroducing them will be considered. This appears to be only a passing reference where we believe that trams could play an important role for the movement of visitors and tourists in particular, and experience the city's heritage and character. The City Council has already indicated an intention to re-introduce the trams mid to late 2013 subject to insurance settlement.

f) Manchester Street is designated a route of particular importance for public transport and a potential cross-section is illustrated. Given the possibility of other public transport options in the longer term **we recommend that reference should be given**

[1] Levinson, H.S.(1992), "Urban Mass Transit Systems", in "Transportation Planning Handbook", Institute of Transportation Engineers, Washington DC, USA.
EBTU (1985), "Public Transport Planning", Brazilian Agency for Public Transport Planning, Brasilia, Brazil.

to future proofing this route and others, such as Tuam and Victoria Streets, to reserve sufficient space for further PT infrastructure or reserved lanes. There has also been a note of caution raised relating to a progressive approach toward possible rail installation since significant 'down' time (lanes closed) may be required whilst new equipment such as rail tracks and signals are installed.

g) Super stops are of particular significance to this plan. **To complement high quality stops, the TG recommends that the eastern location of the stop on Manchester Street and its relative exposure to the eastern frame could warrant wind protection and further shelter from inclement weather.** This would also be advantageous for the footpath links to the stops (as noted in the walking part of this submission).

7. CAR TRAVEL– HAERE MO RUNGA MOTOKA (P. 16 – 17)

a) The Transportation Group agrees that the philosophy of separating traffic routes into Arterial, Distributor, and other (local) routes is a worthwhile approach. This system will need to operate effectively to reduce the through traffic volumes across the Core and improve compliance with a slower speed limit and desired speed environment where 30km/h is not posted as the speed limit.

b) The Four Avenues identified as Arterials already serve this function in many respects however this new focus will require balancing the provision of increased capacity on the Four Avenues as a ring road with a potential reduction in accessibility to and from the Central City associated with severance issues; particularly for walking, and cycling. The trade-offs between increasing capacity on the Four Avenues and providing access across them needs to be understood and addressed. For the Arterials identified to operate effectively these trade-offs also need to be accepted by the public and decision makers.

c) For increased traffic efficiency and to emphasise the Four Avenues as Arterial roads the number of major inter-connections needs review. A major limitation to improved capacity on the Arterial is the number of major side-road intersections. **The TG recommends that closure of some cross-intersections on the Four Avenues to leave only "left in/left out" side-roads should be considered.** These treatments would need to consider the wider transport network around the outside of the Four Avenues as well, but would assist in concentrating traffic toward the identified Main Distributors.

d) There is no detail in the text indicating the specific definition or extent of each road type, this requires more explanation and clarification. There is a mixture of Main and Local Distributors indicated on the map but little discussion of how these might differ in their treatment to ensure drivers will use them as intended. For example Hereford Street penetrates all the way across the Eastern Frame directly into the Core, East-West, and thus may be used as a convenient Main Distributor access corridor by cars, especially if it is well served with parking facilities. **We recommend identifying and clarifying Main and Local Distributors to separate these more clearly, with typical treatments confirmed for each type.**

   Changes to intersection treatments such as reducing the number of signal controlled intersections, or more Stop controls, on these Minor Distributors might help to encourage use of Main Distributor streets.

e) Concern was expressed about the severance effect of the Arterial and Main Distributors particularly for pedestrians and cyclists. **The TG recommends that appropriately placed and designed crossing points be provided across Arterial and Main Distributor roads at strong pedestrian and cyclist desire lines.**

f) The Transportation Group has been advised that the decision regarding one-way and two-way street options has been resolved using analysis of applicable and sensible data. **We recommend that to inform future analysis of large central city developments and for traffic modelling, this model and/or resulting data should now be made available to organisations (and their advisors) responsible for significant developments or transport infrastructure within the central city. This will help ensure that as land-uses change and individual developments occur that the rationale of this plan is not unnecessarily under-mined.**

g) The Transportation Group supports that relocating the East –West one-way street south to Tuam Street is a good decision. The compounded use of Tuam Street as a traffic Main Distributor, and key cycle route, and public transport corridor, and indicated key walking route however mean the allocation of road space, interactions, and priority along the whole length will need to be carefully considered. **We recommend and highlight that careful planning is needed for how transition processes will progress while maintaining safe traffic operations. The TG also requests that better road route options are considered at the west end for the transition/connection from Tuam Street into Riccarton Ave.**

h) There is a need at the fringes of the Four Avenues to ensure continuity between the proposed central city car travel corridors and the surrounding wider transport network. Examples are how major feeder arterials such as Papanui Rd, Colombo St, Ferry Rd, and Lincoln Rd will intersect with the Arterial ring and this traffic then will need to be directed to turn to use the Main Distributors rather than travelling straight across into the outer central city using designated local routes. **The TG recommends careful consideration of how these key intersections on the Arterial ring route operate as this will significantly affect how efficiently the Arterial Four Avenues can attract and support heavier traffic flows.**

i) Intersection design and priority will be challenging. The inter-connection between differing road types and especially those routes including dedicated bus and cycle priority lanes will require compromise within limited road/land corridor widths. Notably locations like Victoria/Papanui/Bealey will require careful analysis of the traffic needs and design of traffic facilities that retain high road safety standards. **The TG therefore recommends careful consideration of the issues of intersection design at key intersections with multiple priority lanes.**

j) The text does not discuss local road cross sections within the outer central city. These will also need to be designed to retain and service appropriate local traffic usage and needs, but deter through traffic. Consistently improving accessibility and safety across these areas for pedestrians and cyclists should also be considered important to stimulate residential development and settlement. **The TG recommends that the document makes a commitment to robust local road design cross sections alongside the detail provided for other road types.**

8. PARKING – PAPAWAKA (P. 18)

a) The supply, management and location of car parking can have a significant impact on the appeal of other modes including walking, cycling, and public transport to and across the Core. The location and management of car parking, is a key tool to support modes other than the private car.

b) The text on p 18 discusses "*off-street parking buildings will be ... located either on the perimeter of or outside the Core.*" The map provided on p 17 however contradicts this description with the blue "P" symbols located throughout the Core, encouraging car travel all across this area, and with less than 50% of the sites

outside the Core. **We therefore recommend a review of this philosophy, so to be consistent and focus new parking facilities to match the likely demand.**

c) The information provided does not offer insight into the likely capacity of each site but the TG supports larger long term parking provision outside the Core, and short term parking within the Core to provide for shoppers, service vehicles and people with mobility impairments. The bulk of parking capacity should link closely, with good signage, to the Main Distributor routes and the passenger transport corridors. Good connections between parking and "Super-stops" would encourage "Park n Ride" usage within the central city and also be consistent with the use of the new "Hubs" in the passenger transport network outside of the central city. One idea was to provide parking sites directly off the Arterials where people can then access buses looping around the city (like the old shuttle bus). These park and ride arrangements would then become a fast and reliable way to get into the inner core, keeping traffic out of the central city trying to find a park.

d) **The TG recommends that to encourage cycling into the Core, any car parking facilities should include both substantial cycle parking space and other terminal facilities (such as showers and clothes drying facilities) supporting cycle use.**

e) The term "demountable" is used in the text to describe temporary parking facilities. The Transportation Group supports analysis and use of a parking strategy including temporary facilities but the intended characteristics or benefits of a "demountable" facility are not clearly described.

f) Central City parking does not exist in isolation and indications of how inner city parking will be priced, (besides other parking policy statements) could be included here. It is also significant that parking competition exists at Malls, where they are located close to shopping activities and generally free of charge.

g) Parking as discussed in the text only focuses on car and vehicle parking. Cycle parking facilities both on and off-street should be considered concurrently here too. To encourage cycling into the Core larger storage facilities will be necessary than were previously provided, including wind and rain protection. These parking facilities should consider both long and short term cycle parking provisions across the Core, and connections with the passenger transport network.

h) Main streets and anchor project sites should also include and incorporate appropriate cycle parking provisions. The high demand locations for cycle parking may not coincide with those locations for car parking, so this may needs further investigation and analysis. **The TG recommends that consideration is made of providing and encouraging planned distributed cycle parking facilities as well as car parking.**

i) The re-development of informative, real-time up-to-date and easy to interpret on-street parking signage is supported. Efficient location of, and access to, parking will reduce random car travel involved in searching for parking, especially within the Core.

j) Although the parking indicated does link well into the various Anchor Project sites of the Blueprint, to complete this process these also need to have appropriate road capacity into these sites. The access into the Convention Centre and Performing Arts Precinct on Armagh St will need to consider the peak traffic demands from anticipated events. Also parking and access south for the Cricket Oval in Hagley Park. **The TG recommends that parking provisions also need to consider the demands of events at and around all Anchor Project sites.**

9. WAYFINDING – TIPIHAERE (P.19)

a) The Transportation Group supports improved and co-ordinated wayfinding.

b) **The TG recommends that wayfinding should be integrated into the streetscape design using signage and other spatial communicators (the look and feel of place).**

c) The TG considers that the adoption of a wayfinding design guide for all travel modes will help achieve consistency, balanced with Christchurch distinctiveness.

d) The Transportation Group considers that bilingual signage (English and te reo Maori) will be difficult to implement for all street signage. Cluttered signs may have safety implications. It would seem appropriate to prioritise bilingual signs for significant cultural land uses and tangata whenua associations will acknowledge the importance of Christchurch's Maori heritage.

e) The TG supports signage with directions and information for visitors and people unfamiliar with Christchurch to improve usability and engagement with the central city.

f) The TG suggests that new and smart technologies are likely to be the dominant wayfinding interface for many people in the future. **We therefore recommend that these new technologies are well integrated with traditional street signage to provide clear and consistent wayfinding messages.**

10. WHAT'S MISSING?

a) Whilst this report is part of the recovery plan, **the TG would expect some reference to a basis for implementation or at least cross-reference to another document that would cover this.** Additionally the report lacks reference to mechanisms for reviewing the plan which is expected to be flexible and change over the coming years.

b) It is recognised that the plan will take some time to be delivered though **the TG expects a basic timeframe to be included in the document** to at least show a sequence or relative priorities. **The TG recommends that planning for active transport modes be given early priority.** Whilst this would be less significant than the plan content we would expect some reference to a separate delivery strategy yet to be prepared.

c) The progressive introduction of Travel Planning to influence behaviour is a noticeable omission. The Recovery Plan has a wider objective of encouraging the attractiveness and convenience of all possible travel modes, which will change as the Plan is delivered. **The TG recommends a commitment to proactively manage incentives to use non-car modes as the Central City and its new infrastructure evolves. This will be critical to attracting re-investment during the time of changes and ensure people are suitably informed to adapt to the evolving plan.**

d) It is positive that the Christchurch Central Recovery Plan transport chapter is called "An Accessible City" and that accessibility will improve for people with disabilities or those with temporary mobility issues. Accessibility is also a measure of how reachable the landuse in the rebuilt central city will be in terms of all modes of transport. It is noted that the draft plan does not set out targets or Key Performance Indicators (KPIs) to assess how accessible the rebuilt central city will be in terms of transport mode choice. **The TG recommends that KPI's are developed for landuse accessibility and that the KPI's are measured.** This can be done alongside the

planning of active and public transport modes to ensure that a desirable outcome for central city accessibility is achieved.

e) There is concern from the TG that the changes proposed to the Central City transport system are complex and will interact positively and negatively together. There must be a process to incorporate, with appropriate consultative processes, feedback and change into the Recovery Plan as implementation proceeds. **The TG recommends a clear process is included within the implementation processes for addressing changes (and associated consultation) to the Plan document.**

CONCLUSION

The IPENZ Transportation Group appreciates the opportunity to make a submission.

For more information please contact:

James Park, MIPENZ

Chairman, IPENZ Transportation Group - Canterbury/West Coast Branch

Withheld under section 9(2)(a)

Submission: 'An Accessible City' CCDU Transport Chapter

Megan Woods, Member of Parliament for Wigram
Labour Spokesperson on Christchurch Transport Issues

31 January 2013

1.0 Introduction

1.1 As Labour's spokesperson on Christchurch transport issues, I appreciate this opportunity to submit my views on the Christchurch Central Development Unit's ('CCDU') Transport Chapter 'An Accessible City'.

1.2 Christchurch's transport network must be people focused and acknowledge the changing social, economic, environmental and sustainability realities of the 21st century. It also needs to be seen in context with the wider planning for the rebuild of our city. If we want to encourage cycling and walking as people's preferred mode of transport, we need to plan our city, schools and suburbs communities with transport at the forefront of our thinking.

1.3 The Chapter drafted by the CCDU establishes a reasonable foundation for the future of transport in the city, however I would have liked to have seen more detail and consideration of how it connects and is integrated with both the Christchurch City Council Transport Strategy Plan and the Canterbury Regional Land Transport Strategy.

1.4 I note that the Chapter is seen by CCDU as a vision rather than a full-funded plan. Costing, and how the costs are to be divided between CERA, NZTA, ECan and CCC are imperative details on the ultimate success or otherwise of this Plan. In order to fully assess this plan, this detail is required. As the Christchurch City Council has noted in the Transport Strategy Plan, the biggest challenging facing the city is funding the rebuild and investment in the transport system must be planned now to maximise the long-term value and benefits from investments today.

1.5 While I appreciate this is a vision, it is imperative to include timelines and measurable targets, such as the increase in the number of public transport, cycle and pedestrian trips, along with a reduction in serious injuries and/or fatalities relating to Active Transport and rates of all-day parking use.

2.0 Active Transport

2.1 Active Transport must be prioritised as a mode of transport in Christchurch and not seen as just a leisure activity. I believe provision must be made for safe and, where

practical, separate cycle lanes that connect suburbs with the central city. Active Transport needs to be built into the fabric of our city and a central city transport plan is not complete without considering how we will develop main arterial routes that people use every day.

2.2 I support the proposed use of shared space and proposed 30km/h slow core to create a more active transport friendly city. I would like to see further discussion on both the use of urban design as a mean of reducing car speeds and an extension of the reduced speed zone throughout the central city.

2.3 It is noted that genuine cycle commuting provisions need strengthening. It is still not clear how prioritised cycle lanes will pass through Cathedral Square. The east-west route of Worcester St and the north-south route of Colombo St require cyclists to go through the Square and could hinder the free movement of cycle traffic.

2.4 I fully support the concept of having convenient, covered cycle parking in the central city as a way to further encourage the uptake of cycling as a mode of transport.

2.5 An NZTA research project carried out in Christchurch prior to the earthquakes showed that there was a willingness for walking and cycling as a transport option provided the correct environment was provided, specifically an environment perceived to be safer through separation from fast moving motor vehicles. In addition, the geography of Christchurch including largely flat topography, mild climate, and wide transport corridors, mean the city is well suited to be a city where walking and cycling can be significant transport modes.

2.6 With so much transport infrastructure to be repaired in the next few years, we face a unique opportunity to transform Christchurch into a city where people choose to walk and cycle with the many benefits that brings.

2.7 We have a cost effective opportunity to provide for a separated cycle infrastructure whilst repairing our roads. If we provide for this infrastructure in this cost effective way, we will address the barrier to the substantial uptake of cycling of people not feeling safe when cycling.

2.8 Key cycling routes have been identified in the central city. These routes need to integrate with cycle routes beyond the city centre. We would like to see a consideration of the 30km/h zone extended beyond the city centre onto key cycling routes. Creating these areas outside of the central city acknowledges that safe cycling is achieved by more than just separated cycle ways. Well-connected quiet streets with slow, low volume traffic are just as important.

2.9 Consideration needs to be given as to how this Transport Plan will integrate with the Christchurch education changes. As we rebuild and relocate our schools, we need to ensure we consider the modes of transport we want to encourage our children to

use. Cycling and walking should be the preferred and most convenient options for our students so we must ensure adequate safety measures, such as separate cycle lanes and 30km/h zones in residential areas, are considered. Schools must remain local for parents.

3.0 Public Transport

3.1 Labour believes in public transport as a fundamental component of a modern city's infrastructure. Public Transport is necessary to ensure citizens are able to engage fully with the life of their city – it is a simple matter of social justice. The public transport network in Christchurch is just one of many citywide systems which must be rebuilt and enhanced in order to satisfy the needs of current and future citizens.

3.2 Labour believes in a public transport network which is accessible and universal in terms of location, user cost and ability for all citizens to use. We believe in a network planned for the long term which builds and pays for the component parts that are needed as they are needed without compromising the future growth of the network.

3.3 In these things Christchurch is in a fortunate position. It has a largely settled urban footprint, and where reinforcement is needed (particularly in the central city) international experience tells us that the public transport network, if done right, can reinforce the land-use patterns which will speed Christchurch's recovery and growth.

3.4 Our transport strategy needs to ensure that our public transport corridors are well protected. It is moot whether they end up being used for bus rapid-transit or light-rail if the corridors aren't there to start with.

3.5 Network design, from strategic route allocation to street treatment, needs to incorporate dedicated public transport routes and infrastructure which international experience tells us will drive property values and land-use decisions which in turn reinforce public transport use and thus secure long-term investment (so called Value-Uplift).

3.6 I support a system that provides the widest possible network coverage while minimising the number of exchanges and route changes a passenger faces when using the network.

3.7 While it is accepted that a trunk-branch network is the new orthodoxy in progressive public transport thinking, as it allows for delivery of more services at higher frequency, it is crucial that this is supported with good infrastructure and services. Cutting the core routes is a result of the trunk-branch network, so there does need to be caution exercised to ensure the same level of coverage is maintained and public transport isn't made less appealing by people having to walk further to bus stops.

3.8 The fragmented regulatory and operational framework for delivering public transport in Christchurch needs to be addressed. Currently the network is designed by Environment Canterbury, operated by private bus companies through a route tendering system, and hard infrastructure such as street design and bus shelters are built and maintained by the Christchurch City Council. This must change.

3.9 I am of the view that regulatory responsibility for the public transport system should rest with the Christchurch City Council in partnership with its neighbouring territorial authorities (Selwyn and Waimakariri Districts) where the network crosses boundaries, with particular attention being paid to the need, and therefore location, of Park and Ride facilities. Such a change will require an investigation of the ownership implications of Red Bus Limited - currently owned by Christchurch City - and such an examination should extend to consideration of the merits of moving to a wholly publicly owned and operated public transport network.

3.10 I support a guaranteeing of the accessibility of the network from a pricing point of view. Maintaining lower fares for the various demographic groups, such as Community Services Card holders, the elderly and students, should be a prime consideration. As a specific, I point to the importance and my support for continuing the SuperGold Card free transport for those aged over 65.

4.0 Vehicle Travel and Parking

4.1 While it is important that parking remains available for people commuting by car, I question the need for the proposed level of parking in the central city, given the chapter's purported aim of supporting growth of travel by promoting public transport, walking and cycling as modes of transport.

4.2 I would like to see consideration given to the incorporation of future-proofing provisions in cark parking facilities, such as support for such things as the introduction of electric-car charging.

4.3 I support the plan to minimize the visual impact of the parking sites.

4.4 I would like to see more discussion about the lever that parking can be in people's decision about their choice of mode of transportation. Consideration should be given to removing all-day car parking subsidies for commuters (as a means to encourage active or public transport usage). Instead, parking subsidies (or free parking) should be offered to short-term users as a means of bringing people back into the city.

4.5 It is imperative that the width of our roads in the central city is sufficient to accommodate the needs of emergency vehicles. While it is my hope that we can build roads that have enough room for separate cycle ways, large pedestrian

pathways and adequate driving space, the ability of rapid response vehicles to manoeuvre within the central city has to be a top priority.

5.0 Land Use that Supports Good Transport

5.1 An important part of getting transport right is to ensure that there is a good mix of land uses that minimise the need for long trips, typically made by car. A good central city has a well-developed residential element that provides a strong base to support central city businesses. It also provides adequate local amenities within the central city to encourage the growth of neighbourhood centres within the four avenues. A strong hospitality and entertainment sector in the central city also provides on-going custom from visitors and residents.

5.2 We must encourage the early development of attractive medium-density (low-rise) residential living in the central city. This should include provision for family-friendly developments and some affordable housing for lower-income residents. Where necessary, the City Council and central Government should help to achieve this as developer and landlord. It would also be good to see provision made for suitable local amenities to create viable neighbourhood centres within the central city, including medical facilities, playgrounds, and community centres.

6.0 Accessibility

6.1 We must ensure our city is accessible for all people. Every effort should be made to ensure streets are safe for those with hearing and visual impairments and walkways should be wide enough to accommodate wheelchairs, prams and mobility scooters. There needs to be an active engagement with disabled people in Christchurch currently working through these issues.

7.0 Economic Considerations

7.1 Getting our transport system right in the recovery of Christchurch is not only important for our people and our environment but also for our economic recovery.

7.2 Across the city, we know that it is imperative that we develop local freight routes to maximize access to our airport, port and freight hubs. While we acknowledge that the Chapter is specifically addressing transport in the central city, consideration must be given to how the central city's transport network link with the freight routes vital to our economic future.

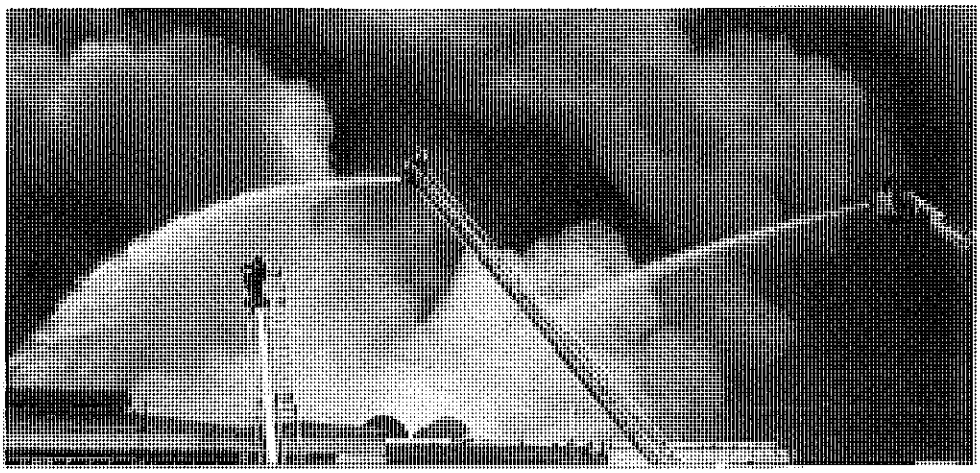
7.3 Within the central city, good transport design can have a stimulatory effect for local retailers. There is emerging evidence that safe Active Transport routes increase business to retailers on those routes and that affordable public transport results in increased business from both the young and the elderly.

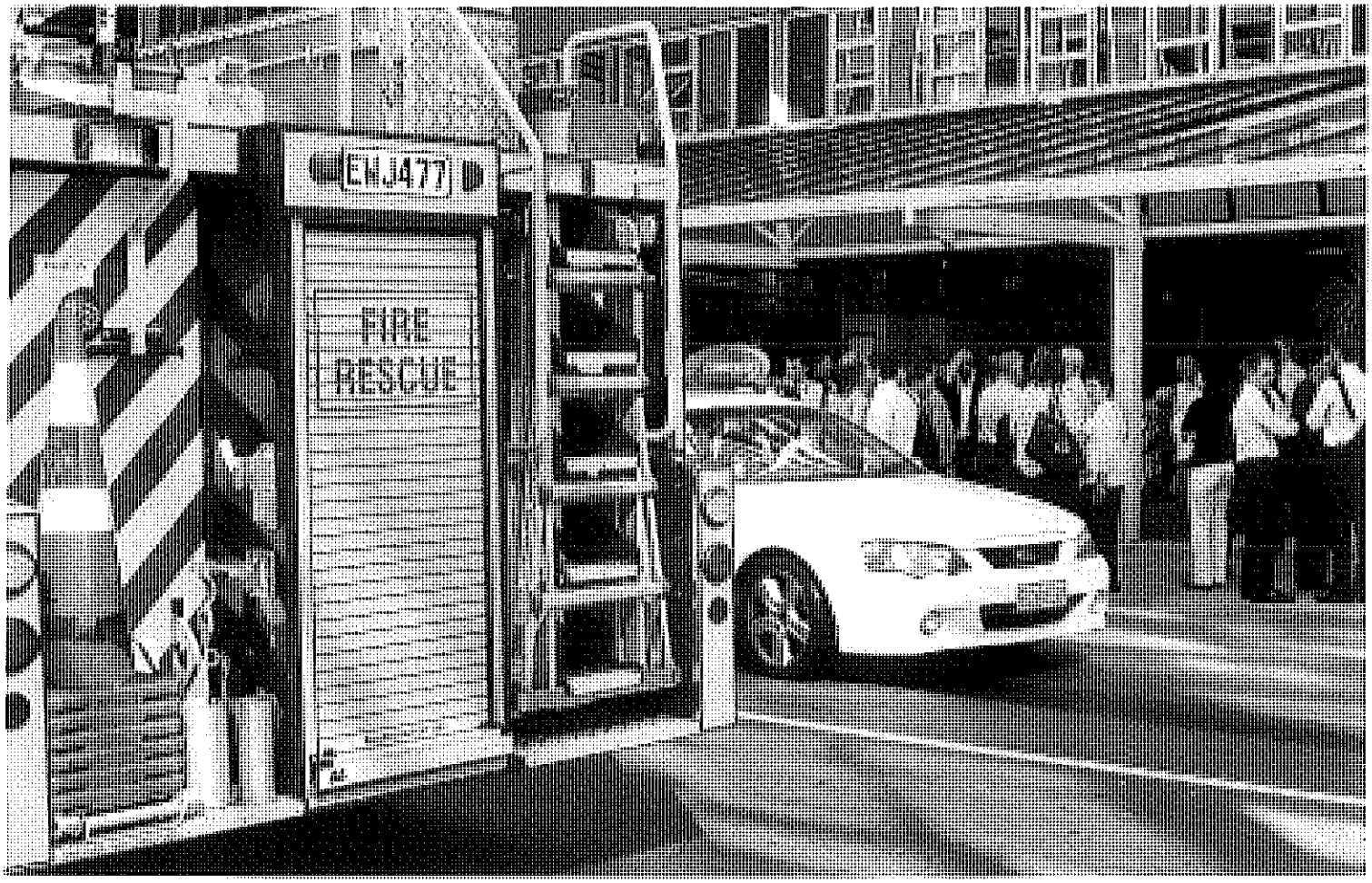
Written submissions – March 2013 - Part 4

Click names below to jump to submission

CHRISTCHURCH CENTRAL RECOVERY PLAN: 'An Accessible City'

Submission on draft plan from the New Zealand Fire Service





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Contact Details:

Alan Merry
Region Management Advisor – Region 4

Withheld under section 9(2)(a)

1. INTRODUCTION

The New Zealand Fire Service **(NZFS)** supports the overall intent of the draft plan document "An Accessible City". The design of the central city transport system is integral to supporting the recovery of central Christchurch. It is noted that a key driver of the draft plan is to future proof the transportation network, providing flexibility, resilience and accommodating the needs of its citizens.

The NZFS has a huge interest in the outcomes of the draft accessible city plan. The effectiveness and efficiency of the emergency firefighting and rescue services it provides, can be greatly impacted by the redesign of the Christchurch transportation system.

The NZFS notes however, that the draft plan is a high level discussion document and does not include detailed information of the proposals being considered for particular sectors of the city. The content of the draft plan therefore, presents insufficient information for the NZFS to comment in detail. The points outlined below are intended to provide a generic overview of the main NZFS considerations and be a starting point for further dialogue.

2. NZFS FIRE APPLIANCE ACCESS

The provision of fire service vehicle access is a critical component when considering building development and planning. The NZFS note that few construction projects consider the needs of firefighting and rescue during the design and construction phases. As a result the NZFS regularly experiences difficulty gaining access to buildings and building sites when responding to emergency calls.

The NZFS has recently developed an access guidance document to aid developers titled "New Zealand Fire Service Fire Appliance Access Requirements". These guidelines are attached as part of this submission. This document has been written following consultation with our own staff, consulting engineers and the New Zealand Transport Agency to inform regulatory authorities, designers, planners, architects and building owners when considering the provision of emergency vehicle access.

The document is currently in DRAFT format and may be subject to further editorial change. Nonetheless, it can form the basis of ongoing discussions.

3. RESPONSE TIMES

The NZFS has set its national attendance time target for structure fires as eight minutes on 90% of occasions. This turn out time is calculated based on the initial reaction time, from the time the emergency call is received, to the dispatch and arrival of the first fire appliance at the scene of the emergency.

Response times can be influenced greatly by a variety of factors such as terrain, traffic congestion, restricted speed zone areas, one-way traffic flow networks, road widths and urban design details.

Consideration could also be given to providing dedicated bus lanes as these can also be used as dedicated emergency vehicle lanes, providing clearer routes of travel and supporting shorter travel times to emergencies.

A renewed Christchurch cityscape can impact greatly on the ability of fire appliances to navigate roadways, access ways, pedestrian areas and business districts. Regular discussions with the NZFS is recommended as further detail of the urban design work becomes available.

4. NARROW LANEWAYS

Access for fire appliances is required through laneways between buildings. This is to allow responding fire appliances as much access as possible to building structures. Landlocked building sites present significant issues for firefighting operations, especially in a rescue situation.

Where there is limited access for fire appliances, the Building Code imposes greater requirements on building owners. The New Zealand Building Code requires the provision of access to a hard-standing within 20m of an entrance to every building and, the inlets to any fire sprinkler or building fire hydrant system. This is particularly important on large, multi-building sites to enable fire appliances to reach any building. As the distance between the main entrance and the Fire Service arrival point increases, an internal hydrant riser system becomes more likely to be required, resulting in increased costs to building owners.

5. ONE WAY STREETS

One-way street networks with single direction traffic flows can be problematic for fire appliances responding to emergency calls. Although traditionally in Christchurch, these networks have provided more than one car lane, they do not necessarily provide quicker routes for fire appliances. This is particularly the case during peak travel periods where greater congestion, slower traffic movements and therefore more restricted paths for fire appliances exist.

An example of this is experienced during peak hour traffic on Barbados Street. Although part of the one way system, fire appliances avoid using this network and instead use Manchester Street. Having bi-directional traffic means that responding fire appliances are more visible to motorists. Traffic travelling both ways can more easily move to the road side, allowing more unrestricted movement of fire appliances and a faster response time to the south of the city and its environs.

The final position of one way networks is critical to the NZFS in determining the most optimum routes for fire appliances.

6. REDUCED ROAD AND KERB WIDTHS

Whilst the streetscape designs have yet to be finalised, schematics provided in the draft proposal present some concerns for the NZFS. Of critical importance to firefighting and rescue operations is access for fire appliances to the exterior of

buildings. This allows high-reach appliances such as hydraulic platforms and turntable ladders to be used effectively. It also allows smaller pumping appliances to supply water and equipment for firefighting and rescue activities.

Once stationed at a building, access around fire appliances is then required by firefighters in order to carry out their work. Narrowed roads, extended roadside kerbing, overhead restrictions such as gateway structures, overhead power lines, utilities, footbridges, can all impact on the access afforded to firefighters.

Positioning car park spaces on one or both sides of narrowed road lanes can be very restrictive for responding fire appliances. The size of fire appliances combined with parked cars on either side, mean that almost no space exists to position and utilise resources, thereby significantly inhibiting firefighting operations. It also means that firefighters do not have adequate space to set up hose streams or access rescue equipment for car accidents and medical assists. In addition, more resources cannot be deployed using the same access route due to the congestion created and may have to use alternative access routes if they exist.

Other factors affecting the efficiency of firefighting and rescue operations include: the distance and terrain between the fire appliance access and the building, how easily firefighters can access and enter the building, how quickly firefighters can locate fire protection features and utilities from the street front, location of trees and other landscaping features, building signage and overhangs.

7. TRAFFIC CALMING

It is noted that the draft plan proposes to incorporate traffic calming and a reduction of inner city speed zones to 30km/hr. The NZFS appreciates the intent of this objective and supports the positive impact this can make within the central business district.

Of interest to the NZFS is the potential use and placement of speed humps, road bollards, kerb heights and extensions and road widths. All have an impact on the movement and placement of fire appliances within the central business district. Speed humps can significantly reduce the speed of fire appliances and heavy appliances cannot recover speed very quickly. Overhanging trees and verandas can also be problematic.

Street bollards can be particularly problematic. They can present significant access problems for NZFS and can restrict timely firefighting and rescue activities. It also means that NZFS personnel need to carry bollard keys in order to remove the obstructions and allow access to buildings and building sites. We suggest early discussions with the NZFS prior to any final decisions being made.

8. FIRE STATION LOCATIONS

NZFS is currently reviewing its fire station locations and placement of resources following the earthquakes. Analysis has been carried out as to the optimum placement of fire stations taking account of demographic movement , community risk factors etc.

Pre determined attendances for fire service vehicles responding into the central city will be heavily influenced by the revised road network. It is critical therefore that dialogue continues regarding Christchurch's transportation network so as potential problems can be identified early and remedial measures put in place. It is imperative that as further detail becomes available, it is shared with the emergency services.

9. OTHER POINTS TO CONSIDER

Urban design

Urban design provides the fabric and geometry of a city. It can enable positive user experiences within a city and its environs. It can also significantly influence the environment the fire service operates within and plays a critical role in supporting the needs of NZFS to provide efficient emergency public services.

Varied approaches to storm water and kerb drainage design can also assist with containment of firefighting water run off. Whilst the NZFS make every effort to contain water run off, it can be assisted by varied approaches to road and kerb design. Traditional storm water drains are preferable as we can use contaminant filtering peat sock booms and drain covers. Valley gutters need to allow for easy access for containment. An emergency shut off system would be of great assistance in ensuring we can confine contaminants from hazardous chemical spills, motor vehicle crashes and contaminated run off from fires.

Urban design can also assist in reducing the occurrence of opportunistic fire starts and arson rates as well as impacting significantly on crime and the demands placed on Policing services.

Construction sites

Construction sites can present difficulties for NZFS. Of note is the limited access to construction sites for fire service appliances, the often limited site access from the main transportation networks, the security concerns of contractors and building owners, limited (if any) fire protection or suppression features during the construction phase, as well as the precarious nature of construction elements e.g. tilt slabs. The NZFS would welcome discussions regarding the phasing of key construction projects so it can remain informed of road and access changes and ensure contingencies are in place.

Reticulated water networks

The design of reticulated water networks is of critical importance to the NZFS. Placement of in ground fire hydrants, their associated flows, pressures and supporting infrastructure, can enable efficient and effective firefighting and rescue operations to occur. It also supports the necessary demands of building systems such as sprinkler and internal fire hydrant systems.

Trees and foliage

The NZFS notes the inclusion of trees, shrubs and associated foliage within the city. While the NZFS supports connecting the city of Christchurch with its users and residents, we note that the positioning of trees and other foliage can impact on access to buildings, building sites and on the placement and cover of in ground fire hydrants.

10. CONCLUSION

Design of the transportation network for Christchurch presents a significant opportunity to better connect the city landscape, its users and the needs of the fire service in delivering emergency public services. This will ultimately reduce emergency response times, enable the delivery of more efficient firefighting and rescue services, as well as creating safer and more liveable Christchurch communities.

In the absence of a more detailed transportation plan, NZFS requests that further discussions with the emergency services be held in order to address their specific needs. NZFS also recommends a steering committee be established, representing key city stakeholders to work through the transportation network detail as it becomes available.

The NZFS looks forward to further discussions with you.

Alan Merry
Region Management Advisor
New Zealand Fire Service
Christchurch

New Zealand Fire Service

Withheld under section 9(2)(f)(iv)

CHRISTCHURCH CENTRAL RECOVERY PLAN

AN ACCESSIBLE CITY

NEW ZEALAND AUTOMOBILE ASSOCIATION INC.

SUBMISSION

The **New Zealand Automobile Association Inc.** (AA) made submissions on the earlier Christchurch Draft Central City Plan (CCP - September 2011), the draft Christchurch Transport Plan 2012-42 (CTP - July 2012) and expressed general support for the City Council's and the CERA/CCDU's planning efforts in the Association's submission of the 28 September 2012.

The current CCDU Recovery Plan (November 2012), dealing with 'An Accessible City', moves the discussions further toward an acceptable framework for the future road network planning for the Central City. The majority of the matters which the AA had raised previously, including the retention of the whole, or parts, of the One-Way streets, have been resolved and included in some measure in the current 'outline plans'. It is now possible to focus on more specific issues which it is hoped will be considered in the further development of the Central Recovery Plan.

The **AA** assessment of the November 2012 Recovery Plan as 'An Accessible City' Discussion Draft concludes that four outstanding matters of concern are still seen as a 'work in progress' including:-

1. **Further Analysis and Assessments**

   The central city network and parking plans appear to be evolving in an effective manner and the preliminary comparative analysis and MCA of options reported by CCDU to the **AA** on 28 November was re-assuring and helpful. With the confirmation of the network proposed in November it becomes possible to undertake more detailed assignments and assessments to provide a robust and comprehensive transportation modeling analysis and assessments based on land use, employment forecasts, traffic assignment, network testing and environmental impacts. It is suggested that before the 'outline plan' now proposed in this 'Accessible City' is formally adopted by government these further more detailed analysis and integrated assessments must be completed and published.

   The present discussion document is silent also on the major project costs and as to how the proposals for both transport and parking will be funded in the short, medium and longer term. The stage has now been reached where such forecasting and economic analysis would seem to be a pre-requisite to the 'outline plan' being adopted and approved by government for implementation.

   Comment:

   The **AA,** and other parties, in the absence of more detailed traffic assessment evidence, accepts the basic road network published in the 'Accessible City' November report as a balanced 'Outline Plan'. As CERA/CCDU become more confident on new CBD economic, household, land use, employment and parking forecast data it will then be possible to undertake the second round of more detailed analysis and assignment so as to confirm and refine the networks now proposed. In terms of current best professional practice the central city 'Integrated Transportation Assessment' (Ref NZTA RR422) would require an 'extensive' analysis and consider the whole Central City and at least the surrounding suburban catchment. Historically the first of such studies was undertaken in 1959. The Christchurch Regional Planning Authority supported by the Councils, government and other organisations, including the Automobile Association, surveyed and recorded those 1959 findings which were published in "Traffic in a New Zealand City" in 1965. The need for such a comprehensive study, including the publication of the results, was deemed an important step then and it is even greater now in 2013 as part of the Recovery Plan

2. **Absence of Parking Analysis and Plan**

The **AA**, (in its supporting submission of the 11th August 2011) dealt with the probable long term, short term and street and off-street parking needs for the future central city core. The Council's earlier studies had established clearly that in the future about 80% of all parking within the Four Avenues (now assumed at 30,000) will need to be provided off-street. The Association believes that the development of suitable off-street parking buildings should be treated as part of the major 'Anchor Projects' programme. For this to succeed the outline plan for and medium sized parking buildings should be developed now and included in the present Accessible City Plan. Of that total it could be expected that about one third (or 10,000 spaces) will be needed for short and medium term 'public' parking available to shoppers, business clients and visitors. After the central city street enhancements and with a reduction in central core size there will be fewer than 3000 kerb-side spaces left for short term parking. So up to 7000 spaces will need to be provided for short term 'public access' off-street. In broad terms the parking 'maxima' now proposed in the Draft Centre City Plan may generate say 10,000 off-street spaces. In addition the Council will need to secure a further 5,000 short term off-street spaces outside the inner core in the Frame and Fringe areas. The indicative parking locations shown on the map (p17) do not appear to be adequate or cover all the locations necessary to match the total short and long term parking needs. These need to be re-assessed in the context of an acceptable parking management plan.

Comment

The **AA** identified, in August 2011, the potential scale, the distribution and some possible locations for off-street parking facilities. In Map A (attached to the **AA** submission September 2011), six additional fringe sites were identified for all day and longer term parking with access directly from the major distributors. At that time the **AA** referred to the recent studies undertaken by the City Council (2005-2008 City Centre Parking Plan (CCPP) - Summary Report Stages 1 & 2 - Final October 2008). As well as considering total demand for short and long term parking these studies had clearly established the need to transfer long term (commuter parking) out from the Core into the Frame and Fringe areas. They foreshadowed also the need for some by-law/regulation controlling the use of the core and fringe short and long term parking areas.

Regarding developer contributions these rules should be clear and vary with the site locations in the central core, the frame, the fringe and the periphery. The proposals for the District Plan parking provisions, which 'rely on optional maximums' as presently proposed in the Draft Centre City Plan (i.e. 1.3 parks / 100 m^2) for developer contributions associated with new CBD building developments, will only generate about 10,000 new off street spaces. The current chapter in the CERA/CCDU November 2012 report and the vague nature of parking locations shown will result in a significant shortfall that will need to be met later through council built facilities. A major study and transportation assessment of the vehicle and walking trips related to alternative parking building locations should be undertaken as a matter of urgency for inclusion and support to the 'Accessible City outline plan'. This seems more important, and is really a pre-requisite to, the parking rules proposed for the future City Plan which have been introduced as part of this present Accessible City discussion. The **AA** is firmly of the view that a parking and management plan should be prepared at this stage in the development of the Accessible City Plan.

3. **Kilmore St Multiple Functions and Widening.**

The **AA** commends CERA and the CCDU for the progress made in identifying the central city road use hierarchy and street network now included in the plan. There are still many details to be resolved before finalising the cross sections suited to the different modes and their placement on the different road types. The **AA** supports generally the selection of the Arterial, Main Distributor and Local Distributor streets shown on the map (p17). However in the absence of more detailed traffic assignment information, the **AA** postulates that Kilmore St between Durham St and Barbadoes St (and possibly to Fitzgerald Ave) will be overloaded in its mixed use functions as a two way major Distributor and also two way bus and general traffic access along the northern edge of the central core. The **AA** requests that the capacity of all these intersections be checked carefully and, following reliable traffic assignment processes, the design and cross sections be reviewed. If necessary the street could be widened by one or two lanes on its northern side between Durham St and Fitzgerald Avenue to better accommodate its several functions.

Comment:

The **AA** supports strongly the continuation of the 'anti-clock wise' circulation and 'search route' around the outside edge of the core area using the inner one way street ring. Kilmore St, (with its west bound lanes) is important in that traffic pattern. This also points to the wisdom of having a parking building on the south side of Kilmore St in the length between Manchester and Colombo St. Regarding the two way bus flows, this would seem to indicate that either the median lane or the left lane on both the north and south side of this length of Kilmore St should be reserved as a bus lane. It would also be desirable to have some intersections with approach lane widening. In addition, from a traffic and an amenity viewpoint, the mid block lengths could be 'greened' with suitable planting and median treatment. Such widening would further enhance and reinforce the northern edge of the city core. It would also avoid the need, in the future, to use Peterborough St as a possible bus route or as a one way distributor street in the future (this is in contrast to the one way options now proposed for Tuam St). The **AA** asks that the width and layout for Kilmore St be reviewed. It would appear that an indicative group of cross sections and street-scapes for such a widened Kilmore St would be consistent with the urban design, core containment and land use and traffic policies being developed for the Accessible City.

4. Tuam St One-Way and Two-Way Cycleway

On reflection the **AA** agrees that the selection of Tuam St as the west to east one way Major Distributor, seems the appropriate link in this outline plan. Its mixed use for bus and other vehicles along the south of the central core on the northern edge of the fringe zone is also consistent with the other planning principles being introduced in the central city. However the wisdom of having the two way cycle track on the south side of the street is questioned.

Comment:

It would appear that the main cycle way could be located along the non-vehicle length of Oxford Tce from the Hospital corner, facing the Avon River, and thence along Lichfield St, as an all purpose local distributor, until meeting High St and the new central frame north south cycle/pedestrian route through the Manchester/Madras St block. This route removes cyclists from the more complex High St/Tuam St corner and several other bus turning intersections along Tuam St. This would provide cyclists a two way cycle route of higher visual amenity and greater convenience including enabling direct access to Lichfield St, this being closer to their retail and visitor destinations. Overall this option is proposed as it seems preferable for all parties.

5. Supplementary Submissions

(i) Speed:
The **AA** disagrees with the proposal to retain the 50kph speed for some streets (Durham Street, Cambridge Terrace) in the 30km zone. Given the extremely short distances involved, the **AA** believes the speed limit on all roads within the 30kph zone should remain consistent to avoid confusion.

(ii) Cycling
Dedicated cycling infrastructure is important. Newer, younger and older cyclists will be encouraged by routes which are attractive, consistent, continuous and safe. Interrupted and indirect routes are undesirable.

The **AA** would support strongly the use of modal separation by the inclusion of a physical barrier (e.g. kerb) where possible to separate cycle lanes from motorised vehicles. 'Share an Idea' found overwhelming support for a high quality cycling infrastructure with separated or off-road paths to get everywhere easily. Focus on "PPP" infrastructure "paint, posts, planters" to help provide separation for cycling quickly and easily ("parking" is another useful

separator tool). More permanent facilities can come later after the layout details have been fine-tuned and their success demonstrated.

Make cycling linkages in and around the Central City work better: How will key cycling routes link up to cycling networks beyond the central city? At the very least, the routes in the central City need to link up easily with cycle routes that serve the suburbs.

(iii) Suggestions for Traffic Initiatives to be trialled:

The **AA** sees a unique opportunity to trial several traffic initiatives used widely overseas. The **AA** suggests that there is evidence that these initiatives will increase safety by encouraging motorists to be more aware of other road users. The **AA** suggests the trials may be at only one or two selected intersections to enable meaningful data to be collected for analysis. These are:

- Flashing amber lights during off peak, low volume traffic periods. During these periods normal "Give Way Rules" would apply.
- No traffic controls at all, (either signalised, signage or painted road signage). Overseas studies confirm that the incidences of crashes have decreased at uncontrolled intersections as all road users alter their behaviour in the absence of controls.
  (Comment: Interestingly this occurred in many parts of Christchurch immediately following earthquakes which caused signalised intersections to be without power).
- Allowing traffic to make a left turn at red lights. This has proven to assist traffic flow in countries such as USA.

(iv) A total revision of Street and directional signage with larger, clearer (and perhaps Christchurch 'themed") street name signs and far better placement – on gantries where appropriate.

Such Street signs could then be extended into the suburbs to produce a clear standard and character for the City.

IN CONCLUSION:

The **AA** has considered the content of the Consultation Draft (November 2012) in a positive manner.

We accept the general nature of the proposals contained in this 'high level' CERA Plan for Consultation. The **AA** submission places emphasis on just four key issues of principle dealing with:-

- Support for more analysis and integrated transportation assessments;
- The inclusion of a more robust Parking Policy and Parking Management Plan;
- Kilmore St functions and cross-section and the possibility of widening of Kilmore St;
- Tuam St one-way and a shift of the two-way cycle route to Oxford Tce and Lichfield St;

The **AA** has appreciated the assistance, frankness and information made available by officers of the Christchurch City Council, CERA and CCDU.

The Association contributes this submission to the Christchurch Recovery Plans from the point of view of a national voluntary organisation with a strong strategic interest in transportation and mobility.

The New Zealand Automobile Association represents over 1.3 million New Zealanders with some 81,000 Christchurch City members, who are all citizens, road users and concerned for the future of the Christchurch environment.

The AA wishes to continue to be included in the future discussions as the recovery plans of CERA/CCDU and the City Plan of CCC are developed in the months and years ahead.

Warren Masters

(District Chairman)

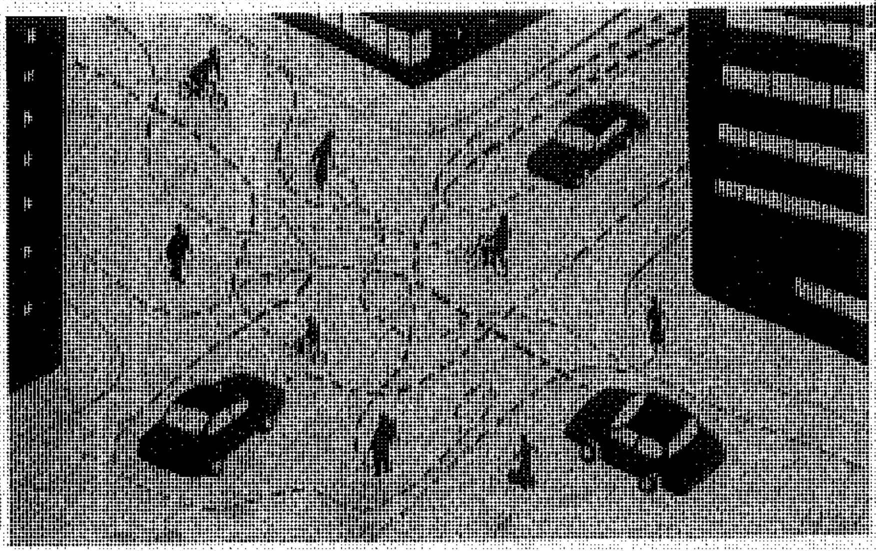
New Zealand Automobile Assn. Inc

28th January 2013

Rip out the traffic lights and railings. Our streets are better without them

mon Jenkins

ivers and pedestrians
ppropriating shared space
shown to cut accidents
d traffic, yet flat-earth
ampers won't believe it



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Shared Space: Reconciling People, Places and Traffic

BEN HAMILTON-BAILLIE

Under the label of 'shared space', a radically different approach to street design, traffic flow and road safety is rapidly emerging. Combining a greater understanding of behavioural psychology with a changing perception of risk and safety, shared space offers a set of principles that suggest new radically different possibilities for successfully combining movement with the other civic function of streets and urban spaces. Shared space has evolved most rapidly in the Denmark, Germany, Sweden and the northern part of Holland. However there is a growing range of examples in France, Spain, the UK and other European countries. The paper considers the potential for shared space principles to prompt a new approach to the design, management and maintenance of streets and public spaces in cities, towns and villages. Drawing on well-established examples from a variety of countries, the author examines the outcomes of schemes that deliberately integrate traffic into the social and cultural protocols that govern the rest of public life. The findings raise important implications for governments and local authorities, for professionals, for communities and for citizens.

Imagine if you had never seen a skating rink. Someone is explaining the concept to you for the first time, hoping for your support in setting one up. He explains that the floor consists of smooth, slippery ice, surrounded by a steel handrail. Customers pay to put on boots with steel blades on the soles, and then glide at will around the limited space. There are no rules. What would be your reaction? You would almost certainly have concerns about safety and the risk to skaters. How would you prevent skaters colliding with each other? How would you separate beginners from experts? How would you control and regulate so many unpredictable movements and prevent chaos? It would sound a crazy and irresponsible idea!

Yet skating rinks work with few rules and no overseeing regulator. Informal social protocols serve to keep skaters moving in a roughly consistent direction, with beginners on the outside and faster skaters on the inside. Part of the pleasure derives from a surprising and enjoyable collective consensus, and the ability of all participants to communicate, anticipate and react in ways that bring to mind the behaviour of shoals of fish or flocks of birds. Regulating the activity through precise rules and controls would destroy the dynamic interactions essential to the process. Humans are obviously complex and adaptable creatures!

The analogy serves to illustrate the contrast between assumptions and predictions about the outcomes of complex human interactions and the findings from empirical observations of real life. This has particular relevance for the shaping of public space, given that a high proportion of our streets and public spaces, the public realm, is configured on assumptions about traffic behaviour and road safety. This paper outlines a fresh approach to

the century old problem of how to reconcile the movement of people and traffic, drawing on case studies, observations and practical experience of numerous street design projects emerging across Europe. The approach, increasingly referred to as 'shared space', builds on new findings from the fields of behavioural and environmental psychology, and in particular the development of risk compensation theory (Adams, 1995). By exploring the background to conventional responses to traffic in towns and the emergence of a contrasting set of principles that underpin a number of recent urban projects, the paper suggests that significant opportunities may be emerging that allow traffic to be integrated into the complex informal social protocols of public space without loss of safety, mobility or accessibility. Shared space may represent an important step towards widening the opportunities for communities and individuals to shape and influence the built environment in ways that encourage diversity, distinctiveness, urban quality and civility.

Background and Methodology

The author is an architect and urban designer, specializing in the design and development of mixed-use streets and public spaces. The lack of a formal theoretical framework or a coherent body of research examining alternative philosophies of traffic engineering limits the extent to which firm conclusions can be drawn. Nevertheless, extensive observations in practice by the author and many other practitioners, combined with case studies and monitoring reports from innovative schemes, suggest that a number of long-standing assumptions about the role of governments in regulating and controlling traffic movement might be beneficially reconsidered in the light of such experience. Many of the case studies are drawn from the work of the Commission for Architecture and the Built Environment (CABE), whose work is increasingly focused on improving the quality of streets and spaces in the UK. The author has contributed to the research for a number of these case studies (CABE, 2007*a*), and draws on other findings from mainland Europe, especially Sweden and The Netherlands.

Both the methodology and central hypothesis underpinning the paper can be summed up by the conclusions of Allan B. Jacobs, Professor of Urban Design at the University of California, Berkeley and former director of the City Planning Commission of San Francisco. The author of many classic works on cities such as *Looking at Cities* (1985), *Great Streets* (1995), and *The Boulevard Book* (2001), the Project for Public Spaces (PPS) describes Jacobs as 'the ultimate student of the street' (PPS, 2007). His key perspectives, summarized on the PPS 'Placemakers' profile, include:

- *'Utilizing the Power of Observation.* Direct observation forms the foundation of most of Jacob's work and accomplishments. He explains how most modern street planning is based on traffic assumptions, rather than real research and observation of existing places. He calls for planners and designers to study what does and does not work in existing streets, and to use these observations to better design great public streets – to "copy the good examples".

- *Fostering Interaction between Pedestrians and Cars.* Contrary to traditional planning assumptions, Jacobs suggests that the segregation of cars and pedestrians decreases safety and community vitality. Based on field research and observation, he demonstrates that intersections and streets that allow every type of movement and interaction between pedestrians and drivers work best, serving as attractive, welcoming, and exciting places that help build the local community. According to Jacobs' findings, when cars are more fully aware of and integrated into the pedestrian realm, both pedestrians and drivers are safer.' (PPS, 2007)

The Context for Shared Space

Interest in the potential for integration of traffic into the public realm comes at a time of growing local, national and international concern about the declining state of streets and streetscapes. The European Union has recognized the significance of the issue for economic and social cohesion and equality through its InterReg programme, which is funding research into shared space (Fryslân Province, 2005). In the USA, the Congress for New Urbanism (CNU) and the National 'Main Streets' conference have both focused attention on the critical relationship between urban regeneration and street quality (CNU, 2007). In the United Kingdom the government's advisor on design, the Commission for Architecture and the Built Environment (CABE Space) has prioritized streets and streetscape issues as a key area for research, development and training (CABE, 2007*b*). The publication of *Save our Streets* (English Heritage, 2005) revealed a surprisingly high level of widespread popular dissatisfaction with the state of urban, suburban and rural streetscapes in the UK, concerns echoed by research and campaigns by the Campaign to Protect Rural England (CPRE, 2007), the English Historic Towns Forum (EHTF, 2007), and the Civic Trust (Civic Trust, 2007).

Concern about declining streetscapes tends to revolve around a number of interconnected themes. These range from issues relating to the environment (emissions, pollution etc), those affecting economic activity (pedestrian flows, traffic congestion, rental values), to those related to health (such as obesity, mental health, public safety etc) and those concerned with the quality of civic life and community cohesion (inclusiveness, anti-social behaviour, civility etc.). It is worth touching on some of these in more detail.

Firstly there is the issue of safety. Although there is growing awareness of the complexities of safety and the difficulties in adequately defining the term, most governments assume at least partial responsibility for reducing the numbers of deaths and injuries. Although overall numbers of road casualties are falling, and the UK compares well to other European countries in terms of road deaths and injuries, such reductions are not evenly distributed. Pedestrian casualties remain high, especially amongst children (IPPR, 2002). Children in poorer neighbourhoods fare particularly badly. Road safety, and the desire to reduce casualties, remains an important motive for improving street design.

Figure 1. Regulation and segregation in the public realm and the resulting clutter – the junction of Kew Road and Chiswick High Road. (*Photo:* English Heritage)

Linked to perceptions of safety are concerns about the decline in walking and bicycling as modes of transport, and of growing car dependency. The health implications parallel the wider concern of the urgent need to reduce CO_2 emissions from transport. The UK has the lowest levels of pedestrian and bicycle share in Europe; twice as many trips are made by car as by walking and cycling combined. By contrast, in The Netherlands active modes account for almost exactly the same proportion of trips as those by car. Between 1992 and 2004, the number of walking trips and journeys by bicycle per person per year declined in Great Britain by one-fifth. This reduction has been especially notable amongst children, and recent research links reductions in long-term health outlooks and obesity with the decline in active travel (Cavill, 2007).

Economic decline is also increasingly linked to the quality and accessibility of streetscapes. Recent research by CABE (2007*c*) begins to quantify a long-recognized link between economic regeneration and the quality of streetscapes. The standardization associated with regulated traffic measures diminishes the particular qualities and identity of specific places and settlements. It is exactly these qualities of distinctiveness that appear to attract the attention of commercial investors (Florida, 2005).

The drive towards 'inclusive' design (measures that facilitate participation by the widest cross-section of people) also spurs efforts to improve the configuration of our streets and public spaces. Perceptions of danger and the inclusion of physical barriers such as high kerbs, bollards and pedestrian guardrails are increasingly linked to difficulties encountered by those who do not drive; in particular children, older people and those with mental or physical disabilities.

Finally, the need to improve the quality of streets in their ability to cope with movement presents a challenge to engineers and urban designers. Congestion and unreliable journey times in towns and cities remain sources of concern to almost all governments and highway authorities, and the introduction of traffic controls and other highway measures do not appear to have succeeded in improving journey times or reducing congestion. Average speeds for cars across London remain between 11 and 13 mph, roughly the same as at the beginning of the twentieth century (DETR, 1998).

Most of the problems highlighted by contemporary studies relate to both the impact of motor vehicles on the built environment, and the measures introduced to try and cope with the presence of traffic. The accumulation of 'street clutter' – the signs, markings, signals, bollards and barriers associated with traffic engineering – is the most evident visual manifestation of measures aimed to regulate and control movement, and remains a source of growing concern about the decline in visual and spatial quality in the public realm. But concern about clutter masks a deeper concern about the effect that such measures have on the psychology of road users, and on the interrelationships between people as drivers, cyclists, pedestrians or other participants in our streets and public spaces. An increasing understanding of behavioural and environmental psychology, and the degree to which our environment influences our actions and decisions is prompting a re-evaluation of some of the key assumptions that underpin conventional approaches to safety and traffic engineering (Adams, 1988). Understanding this change requires a brief review of the principles that have governed traffic engineering since the 1920s.

The Segregation Principle

Attempts to rationalize traffic movement in cities pre-date the arrival of the automobile. The first signal-controlled pedestrian crossing was installed in London in 1868 at the intersection of George and Bridge Streets near the Houses of Parliament (it exploded and killed a policeman before being dismantled in 1872). In 1905 Eugène Hénard published his

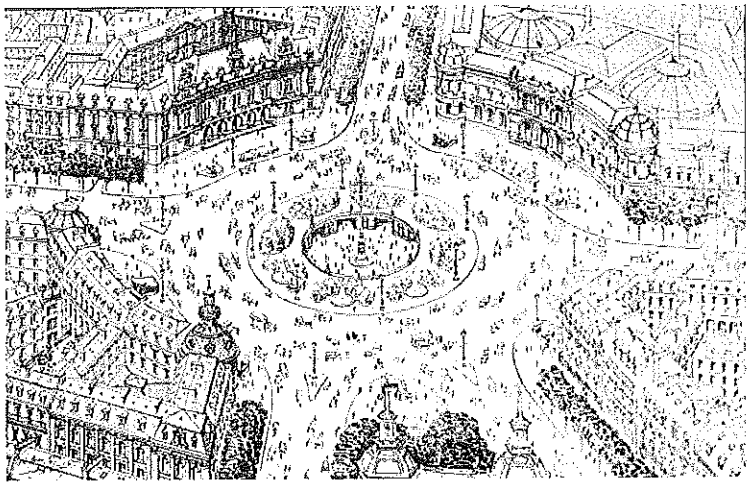

Figure 2. Hénard's sketch for rationalizing and segregating traffic. (*Source*: Hénard 1905)

proposals for organizing circulation around the Place de l'Opera in Paris, introducing the concept of the roundabout with underpasses and grade separation between pedestrians and (still) horse-drawn traffic.

In 1933, the Charter of Athens recommended strict separation of traffic from civic spaces, a theme taken up with enthusiasm by Le Corbusier and other members of the *Congrès Internationaux d'Architecture Moderne* (CIAM).[1] The principle of segregation was most clearly and forcefully supported by the committee chaired by Colin Buchanan, whose seminal report *Traffic in Towns* was published in 1963. Buchanan argued that the two principal purposes associated with streets and public spaces, those of movement and of social interaction, would need to be strictly segregated as traffic volumes increased. The Ministry of Transport adopted the principle with enthusiasm. 'Traffic segregation should be the keynote of modern road design' was a concluding recommendation of its publication *Roads in Urban Areas* of 1966. The principle led to the familiar urban landscape of underpasses and overbridges, barriers and signals that are such a familiar component of modern towns.

Segregation of traffic from other aspects of urban life matched the *zeitgeist* of 1960s

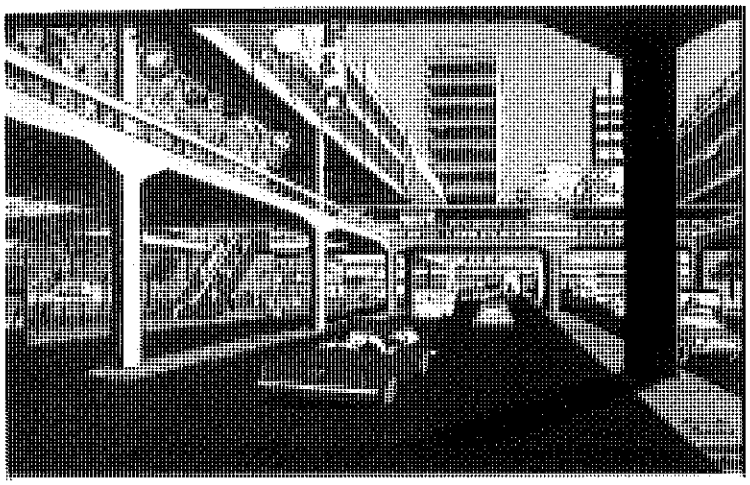

Figure 3. Segregation of traffic from civic spaces. (*Source*: Buchanan *et al.*, 1963)

planning. The separation of land uses from each other and the clear zoning of land for specific purposes (employment, residential, commercial, industrial) seemed a rational response to the potential friction of mixed use. Even children's play areas should be defined and planned for. The notion of the state as controller and regulator of activities, taking responsibility for order and safety, chimed with the social welfare aspirations of both left and right spectrums of political thought. Potential conflict and friction between different activities could be designed-out through planning and regulation. It is a theme that continues to underpin the guidance offered by the Department for Transport through traffic manuals, and is evident in the interpretation of safety in education and in design checks such as the safety audit process.

A fascinating parallel to the development of segregation in street design has been researched and described by Joe Moran (2006) in his paper 'Crossing the road in Britain, 1931–1976'. The political and cultural history of this mundane, everyday activity offers us an example of the assumptions, values and beliefs behind the attempts by governments to formalize and regulate the relationship between drivers and pedestrians. In contrast to North America and Western Europe, where red lights for pedestrians are legally binding and there are fines for jay walking, the relatively informal law and etiquette of crossing roads in the UK is, as Moran argues 'a product of the complex history and fraught politics of motor transport, road safety and urban design' (*Ibid.*, p. 478). The development of formal crossings, with their tradition of zoological names from 'zebras' though 'puffins', 'pandas', to 'pelicans' and 'toucans'[2] have become such an established part of the urban environment that they are now largely taken for granted. Yet there remains little research into their effect on pedestrian safety, accessibility and behaviour, due perhaps to continued widespread popular faith in their effectiveness (*Ibid.*, p. 496).

Experiments in Integration: The Development of Shared Space

The concept of shared space, that of all street users moving and interacting in their use of space on the basis of informal social protocols and negotiation, is nothing new. It can be argued that such *ad hoc* arrangements were the *status quo ante* of the introduction of segregation associated with conventional highway design. Raised pavements and kerbs have existed for many years, but principally as a means to keep pedestrians clear of the mud and dirt of the 'carriageway', rather than as a method of regulating the use of space. Visit any Mediterranean hill town or market square, and one can observe the informal sharing of street space by vehicles and other users, and such arrangements remain commonplace throughout the world. In the UK, there are numerous village squares, mews courts, car parks, camp sites, rural lanes and other spaces where shared space conditions prevail. But until recently, we have had no terminology or analytical categories to describe such arrangements, and little research data to understand how the necessary informal protocols develop and operate.

The conscious application of shared space and the deliberate integration of traffic into social space date back to experiments carried out by pioneers such as Joost Vàhl and others in The Netherlands in the late 1960s and early 1970s (Van den Boonen, 2002). Searching for ways to reduce the impact of traffic on the qualities of social space and, in particular, to prevent the decline in freedom of movement available to children, Vàhl and his colleagues began to strip out standardized road signing, marking, kerbs and barriers. Playful, creative and quixotic, Vàhl created a new vocabulary of street design rich in local references, surprise and intrigue. The popularity of the resulting rich urban landscapes caused significant interest across other mainland European countries, especially Denmark and France, giving rise to wide variations

Figure 4. Integrated streets – early *woonerf*, Rijswijk, The Netherlands.

in the concept (Vahl and Giskes, 1990). In 1976 the Dutch government recognized and formalized the approach, defining the concept of the *woonerf* (roughly translated as 'yard for living') as a means to design low speed residential roads.

Ironically, the formal definition and regulation of the *woonerf* signalled its demise. As soon as there were standards established for the *woonerf*, with guidance on the number and spacing of 'traffic calming devices', and a formal sign to identify such spaces, enthusiasm for the concept began to fade. At the core of Vahl's concepts was a shift away from the regulatory world of government definitions towards the unstated rules of behaviour which govern everyday social behaviour. As soon as the *woonerf* was merely just another category in the standard road hierarchy, its use and popularity began to fade. Joost Vahl went on to explore his unofficial principles for street planning and design in the small town of Culemborg, south of Utrecht, but the *woonerf* did not develop further in The Netherlands. Interest and enthusiasm in other countries followed a similar trajectory. In the late 1990s, UK government belatedly experimented with a series of pilot projects and the publication of guidance on 'Home Zones' (IHIE, 2002).

Hans Monderman's Experiments in Friesland

Just as interest in the *woonerf* began to fade in The Netherlands, the rural provinces in the north of the country began to adapt the concept of integration and the use of social protocols for the streets and public spaces of small towns and villages. Hans Monderman, a traffic engineer from Friesland, was appointed Head of Road Safety for the region in 1978 following growing national concern about rising child pedestrian casualties. Unconvinced by the conventional vocabulary of measures such as traffic calming and other artificial interventions in the road environment, Monderman began to experiment with simple design and landscaping measures that emphasized the distinctive history and context of each settlement, deliberately removing or downgrading highway measures such as road markings, signs, chicanes and road humps. The village of Oudehaske was the first experiment with 'making a village more like a village' (Engwicht, 2006), and

Figure 5. Makkinga, Friesland. All traffic signs, signals and markings removed. (*Photo*: Andrew Burmann)

to his own astonishment, Monderman recorded reductions in traffic speeds of over 40 per cent (conventional traffic calming was achieving reductions closer to 10 per cent). Further successful village schemes followed, recording dramatic reductions in speeds and the severity of accidents.[3] In 1992 the village of Makkinga became the first small town to remove every standard road sign, signal and road marking. In their place, the new street designs paid close attention to the particular landmarks and preferred pedestrian routes ('desire lines'[4]) of the community, emphasizing links between school, shop, church and village green, and even reflecting the canopy of a well-loved ancient copper beech tree. The lack of priority signs and markings at junctions seemed to make no difference to the safe movement of traffic, cyclists and pedestrians.

Monderman's pioneering schemes gave increasing confidence to the idea that road signs and markings, signals and barriers were not essential requirements for safe and efficient traffic movement. Indeed the reductions in speeds and concurrent decline in the severity of accidents seemed to point to a closer relationship between safe traffic movement and the distinctive spatial quality of streets and spaces. Subsequent schemes

Figure 6. Wolvega, Friesland. Remodelled intersection of High Street and main road.

by Monderman and his colleagues began to address more complex intersections in busier towns. The market town of Wolvega in Friesland is based around a crossroads where a former national 'A' road bisects the main shopping street. In 1997 traffic signals were removed, and the junction was remodelled as an informal town square with no formal crossings, priority markings or controls. In their place, a striking piece of public art serving as a lighting support as well as a psychological bridge reconnects the two sides of the high street.

In 1998 a five-way intersection in the nearby town of Oosterwolde was redesigned. All the former standardized priority markings and highway kerbs were removed, to be replaced by a simple paved square on a slightly raised platform, recalling its history as the focal point at the head of an ancient canal system. Cars, bicycles, trucks, pedestrians, wheelchair users negotiate their way across the space employing an intricate and unspoken set of protocols reminiscent of the ice-skating rink. It is not unusual to see conversations taking place in the middle of the intersection as lorries and cars weave through the apparent chaos of the unregulated space. Yet in its nine years of operation, speeds and serious accidents have reduced, traffic flows remain unaffected despite significant increases in numbers of vehicles, and the space has been transformed into a lively focal point with rejuvenated cafés and shops around its perimeter.

The few professionals and journalists from outside the region who noticed these smaller schemes during the 1990s tended to assume that such informal traffic arrangements could only function in small, homogeneous villages and market towns. Many also assumed that foreigners, not familiar with local protocols, might not respond as locals do. But more recent schemes have begun to indicate that shared space principles, the integration of traffic into the social and cultural fabric of the built environment, might be suitable for busier town centre intersections and high

Figure 7. De Brink, Oosterwolde, The Netherlands.

Figure 8. Rijksstraatweg, Haren, near Gronigen, The Netherlands.

streets. In 2002 the main shopping street in the suburban town of Haren, near Groningen, was redesigned along shared space principles. The 800 metre-long Rijksstraatweg carries between 8,500 and 12,000 vehicles per day through the main shopping and civic area. The former centre-line road markings, traffic signals, separate bicycle lanes and high kerbs were all removed. In their place, a simple 6 metre-wide carriageway links two major civic spaces where the former carriageway becomes an integral part of the surrounding public spaces. The position of trees blurs the distinction between road and public realm, and simple drainage details and low kerbs suggest subtle demarcations. Despite traffic speeds falling by around 5 km/h, the local bus company reports more reliable journey times. Pedestrians criss-cross the street amongst the passing traffic as the social life of the adjacent cafés and shops merges seamlessly with the street.

The late Hans Monderman's last scheme in the city of Drachten, just south of Leeuwarden in Friesland, suggests that shared space might offer opportunities to rethink the space set aside for major traffic intersections. For many years a busy junction on the edge of the town centre, close to the regional bus station and the forecourt for the local theatre, was configured as a standard traffic-signal controlled intersection, with formal pedestrian crossings, separate left-turning, bus and bicycle lanes and the usual assortment of signs and road markings. The resulting space, known as the Laweiplein, was unattractive to pedestrians and bicyclists, and tended to cause long traffic delays and congestion. The accident history was poor, especially for bicyclists. In 2002, after many years' discussion of alternative designs, the junction was remodelled. The resulting arrangement has been carefully monitored by the local authority (Smallingerland Municipality, 2007). The improvements in capacity of the busy junction, the reductions in delays and in serious accidents, and the remarkable changes in the interaction between all road users in what has now become a lively public space would suggest that shared space principles

may be of value in rethinking some of our busier streetscapes.

The volume of traffic at around 22,000 vehicles a day meant that a small roundabout was essential to organize the flows. However at the Laweiplein the roundabout is not an alien piece of traffic engineering, but forms an integral part of the overall design for the space. The emphasis is firmly placed on the creation of a coherent public square. Vertical water jets surround the junction, animating the space and attracting human activity. Signs and markings are reduced to their absolute minimum, and the widths of carriageways never exceed 6 metres. With a consistent colour palette for the asphalt and paving, subtle kerb designs and careful lighting that places emphasis on the overall space, the solution has sometimes been described as a 'squareabout'. Pedestrians and cyclists cross at simple 'courtesy crossings' close to the narrow entrances to the roundabout, negotiating movement with the slow-moving traffic through unstated protocols. It is very rare to see a pedestrian or cyclist have to pause for long at the kerb, and yet even at the busiest times the complex movements do not appear to disrupt traffic flows. Average annual injury rates at the intersection have fallen from 8.3 to 1 in the three years since reconstruction (Smallingerland Municipality, 2007, p. 26).

The Laweiplein example challenges many long-standing assumptions concerning the ability of people, whether drivers, bicyclists or pedestrians, to resolve potential conflict through informal protocols and human interaction prompted by clues from the built environment. Freed from the conventional regulatory framework of traffic-signals and rights-of-way, all the various participants in the constantly moving dynamic of the space appear to adopt a remarkable range of anticipatory and communication skills. The smooth flow of traffic and its interaction with cyclists and pedestrians prompts comparison with the ice-skating rink. It is a dynamic that appears difficult to predict or model, and indeed all the formal capacity engineering models[5] for the Laweiplein proved wildly inaccurate. No evidence could be found from video analysis and observations, or from questionnaires, that non-local drivers were unable to respond to the spatial clues. There are, to date, few indications that the civility, patience and courtesy engendered by the new arrangements diminish with time. The number of visits to the junction by professionals and journalists from around the world suggest that the outcomes of

Figure 9. Laweiplein intersection, Drachten – before.

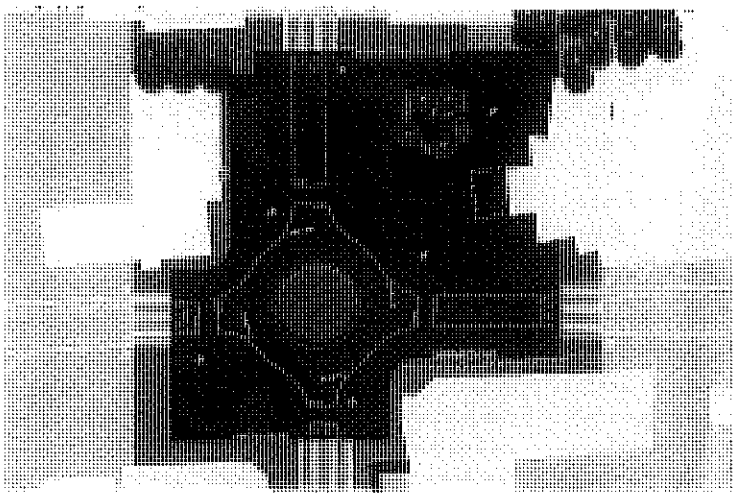

Figure 10. Laweiplein intersection concept plan.

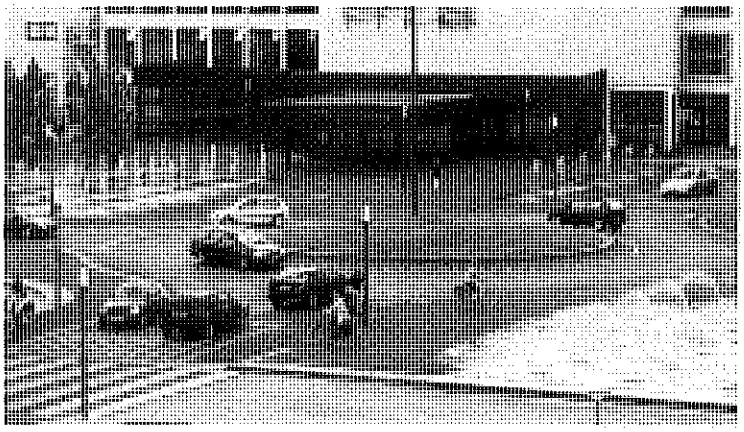

Figure 11. Laweiplein, Drachten. Traffic as integral part of a public square – after.

this counter-intuitive scheme may have profound implications for wider urban traffic engineering and the design of public space across other parts of the world.[6]

Shared Space Projects Elsewhere in Mainland Europe

Innovation in the design of streets and intersections along shared space principles is not confined to Northern Holland. There are examples to be found in most European countries. Bilbao, Barcelona, Madrid and San Sebastian in Spain have seen examples of streets designed to influence driver behaviour through reference to their local context. In Germany, the small town of Kevalear near the Dutch border has remodelled its town centre to allow traffic to move through an open square with few concessions to highway engineering. Further north, the town of Bohmte, near Osnabruck, is in the process of re-modelling its high street, the Bremerstrasse, along shared space principles. In France, the *Villes plus sures* (Safer Towns) programme applied similar integrated principles to the redesign of scores of small towns and villages. Denmark and Sweden have

developed the practice further than most countries, and shared space is now a widely accepted urban design principle in much of Scandinavia. Two examples are particularly noteworthy.

In the Copenhagen suburb of Lyngby, the main shopping street was remodelled in 2003 along designs prepared by Bjarne Winterberg of the engineering firm Ramboll Nyvig. The street, like so many other suburban high streets, combines a variety of shops and cafés with a fairly high volume of bus, car and bicycle traffic (around 14,000 vehicles per day). Careful selection of materials and precisely controlled dimensions succeed in creating a distinctive space with low-speed continuous flows of traffic interacting with busy cross-flows of pedestrians. Particular care has been taken to detail paving, street furniture and materials to provide a clear and consistent design language for the whole street and to provide tactile clues and guidance for people with physical or visual disabilities. Subtle changes in paving details alert drivers to the most likely places where pedestrians cross (the desire lines), and these are almost always diagonal. Pedestrians, as Professor John Adams observes, are the world's greatest 'Pythagorians' – always preferring the hypotenuse! (Adams, 2007, p. 1).

In the Swedish university town of Norrköping, south-west of Stockholm, a major intersection near the town centre known as Skvallertorget (Gossip Square) provides a striking demonstration of the opportunities presented by shared space design principles. Formerly a traffic-signal controlled intersection in a bleak and under-valued urban setting, the space was remodelled in 2004 in response to the relocation of a university faculty close to the square. To help reconnect the space with the city centre and to cope with the increasing volume of student cyclists

Figure 12. Gran Via, Bilbao.

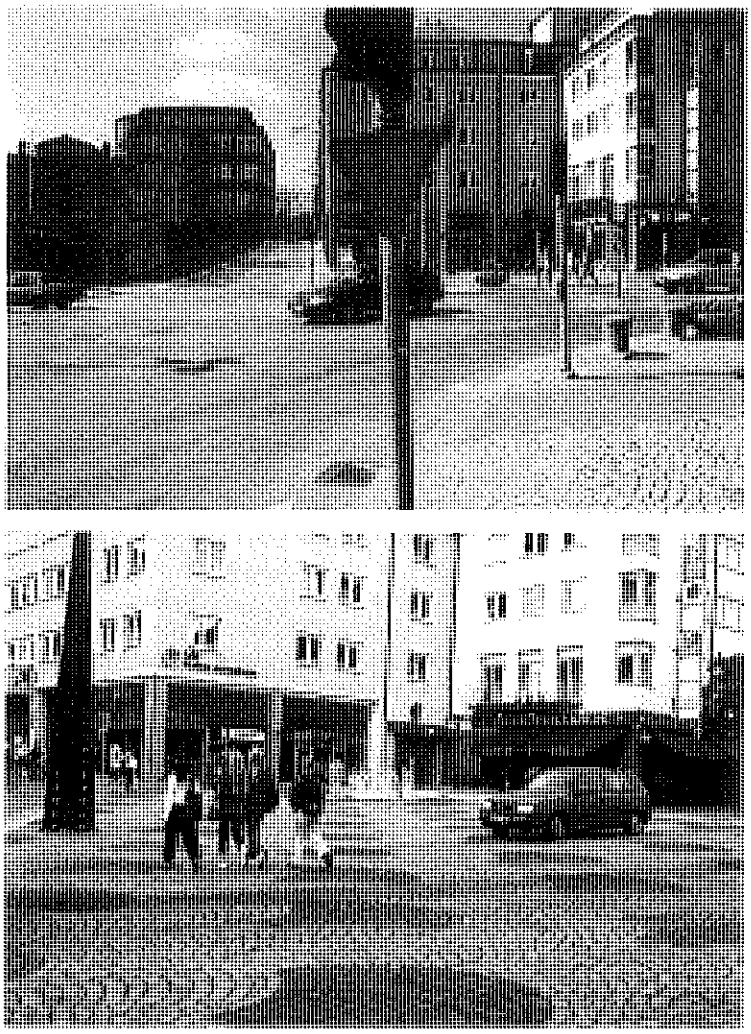

Figure 13. Skvallertorget, Norrköping, Sweden before and after remodelling of the intersection.

and pedestrians, the whole intersection has been treated as a single, coherent plaza where all suggestion of priorities or linear emphasis has been removed. The signals are gone. In their place, a distinctive paving pattern reinforces the spatial qualities; lighting columns are placed, unprotected by kerbs, wherever needed. A clear boundary around the square of contrasting material helps define the space and offers some tactile and visual guidance.

The intersection has been monitored by the Swedish engineering firm Tyrens following three years of operation (Jaredson, 2002). Around 13,000 vehicles, including bendy-buses, traverse the square each day. Pedestrian volumes have, as expected, greatly increased, as has economic activity around the square. Most pedestrians take a direct route across the middle of the space, negotiating movement with the cyclists and vehicles. Traffic speeds have reduced significantly, and delays and congestion have also fallen. Surveys of drivers, cyclists and pedestrians indicated that satisfaction and confidence with the new arrangements is increasing,

although there remains unease and concern amongst some older citizens and amongst the blind and partially-sighted. Whatever its shortcomings, as an example of shared space Skvallertorget in Norrköping demonstrates that traffic signals, road markings, kerbs, crossings and barriers are not essential elements that have to be tolerated as an unfortunate necessity for the maintenance of safety and efficiency of movement. A distinctive, coherent and integrated piece of public space can successfully serve the needs of passing traffic without such disruptive, expensive and disfiguring components.

Shared Space in the UK

As with the introduction of the *woonerf* or 'home zone', shared space principles and practice have taken hold later in the UK than in much of mainland Europe. However there are signs that the concept is now developing faster in the UK than in other countries.[7] The widespread and growing recognition of the importance of the public realm to the social wellbeing and economic vitality of communities, combined with increasing popular dissatisfaction with the state of British streets (English Heritage, 2006), appears to have prompted strong interest from local authorities, developers and community groups. The Commission for Architecture and the Built Environment, CABE Space, has played an important role in researching and promoting interest in shared space in England. The Scottish Executive published its Planning Advice Note No. 76 *Residential Streets* in December 2005, based on many of the key principles, and the publication of the *Manual for Streets* by the Department for Transport in March 2007 provides formal recognition to the principle of streets as places as well as corridors for movement.

Completed projects that test the principles of shared space are still thin on the ground in the UK. Whilst there are many fringes of pedestrianized town centres that adopt some characteristics such as level kerbs and shared surfaces, there are few that clearly establish a transformation in the relationship between traffic and other activities in the public realm. Nevertheless there are a number of notable examples that point towards new directions in street design and which demonstrate the potential for the new approach to the built environment.

Poundbury, the extension to Dorchester promoted by the Prince of Wales' Trust and the Duchy of Cornwall, continues to demonstrate the potential for simplified streets and public spaces that are not dominated by signs, markings and wide sight lines. Few other new residential developments have achieved such integration, although there are notable examples in nearby Charlton Down, and in the extension to Harlow New Town at Newhall (CABE, 2007*a*). Shared space forms the underlying design philosophy for major schemes in development at Ashford in Kent, Sherford in Devon, Waterlooville in Hampshire, Craigmillar in Edinburgh and Calderwood in West Lothian.

Several English county councils have started to incorporate shared space principles into policy manuals for towns and village streetscapes. Devon, Dorset, East Sussex, Essex, Hampshire and Kent County Councils have started to develop and adopt the principles, and Suffolk County Council serves as the UK partner in the current European Union 'InterReg' shared space research project. Wiltshire County Council has explored the removal of road markings in a number of rural villages (TRL, 2003), and there are isolated examples of pilot rural schemes in Eynsham in Oxfordshire, Clifton in Cumbria and Wellow near Bath.

But it is, perhaps inevitably, in city centres where the most significant progress has been made to rethink conventional engineering solutions and to readjust the relationship between traffic and other activities. There are notable examples of the application of shared space design principles in the regeneration of

Ancoats Urban Village and New Islington in Manchester, in the redesign of Hope Street, Liverpool, and in the city centre of Sheffield. The forecourt of Bristol Temple Meads Railway Station is an early example from 1993 of shared space design successfully exploited to resolve the complexity of vehicle and passenger activity in the historic context of Brunel's Great Western Railway terminus (CABE, 2007*a*). In Blackett Street, Newcastle, and in Newbury town centre, shared space design principles have successfully resolved the relationship between busy bus corridors and pedestrian spaces, and similar principles are in preparation for Westgate, Oxford and Brighton Marina.

In London, the Royal Borough of Kensington and Chelsea (RBKC) has spearheaded the introduction of shared space, building on the widely recognized success of its reconfiguration of Kensington High Street (CABE, 2007*a*). Whilst retaining the conventional format of footways and formal crossing points, Kensington High Street demonstrated what can be achieved through the removal of pedestrian barriers, signs and other street clutter. Despite carrying over 40,000 vehicles per day, this busy arterial route into West London succeeds through creating a dynamic between all the multitudinous users and activities of the street. The use of the central medium strip for bicycle parking encourages informal cross-flows of pedestrians, and the careful integration of street design with the surrounding context, combined with the simplicity and clarity of the detailing, create a coherent piece of public space that appears to promote informal interaction and mutual consideration amongst all the players in this busy section of London streetscape.

The success of Kensington High Street has prompted the Royal Borough to produce

Figure 14. Blackett Street, Newcastle.

Figure 15. Kensington High Street, West London (*Photo*: RBKC).

a comprehensive streetscape design guide (RBKC, 2005) which codifies many of the key principles of shared space under the heading 'Barrier-free Design'. More ambitious proposals are in preparation for Exhibition Road in Kensington, intended to permit traffic to continue to move through a linear public space that responds to the richly varied cultural context of this much-visited street.

Perhaps the best example of shared space, and one that has withstood the test of time, can be found in the heart of London's Covent Garden. As a result of the tireless efforts of the Seven Dials Monument Trust, the restoration of Seven Dials in the early 1990s not only restored a distinctive historic monument to one of London's most memorable spaces, but created a perfect demonstration of the potential for a busy junction to operate without formal controls, signage or regulation. The base of the restored sundial serves to attract much human activity at the focal point of

Figure 16. Proposals for Exhibition Road. (*Illustration*: RBKC)

the converging seven streets, humanizing and animating what would otherwise be a mere roundabout. Traffic moves slowly and steadily around the monument, which has none of the conventional roundabout direction signs. Congestion is rare, and there have been no serious injuries recorded during the 16 years of operation of the current arrangements.[8] Although not the busiest or most typical of London street intersections, Seven Dials nevertheless merits careful observation and analysis for anyone keen to explore the potential for environmental design and human psychology to reconcile the complex relationship between people, places and traffic.

The Future of Shared Space

The ideas, concepts and practice illustrated by the examples from Britain and mainland Europe demand a fundamental reconsideration of many long-standing assumptions about traffic in towns, and represent a sea-change in our approach to street design, traffic planning and the opportunities for a public realm. It is an approach that is still in its infancy, and there remain many barriers to overcome, observations to be made, evaluations to be conducted and experience to be gained. Questions remain as to what extent shared space can help resolve busier streets and intersections. Creativity and development is required to improve perceptions of safety and navigational aids for the visually impaired. The relationship between visual clues (such as apparent road widths, signs, kerbs and road markings) and driver behaviour remains little understood. Nevertheless shared space opens up a whole

Figure 17. Seven Dials, Covent Garden. Perfect integration of traffic with the public realm.

new vocabulary and design framework for the built environment, bringing together a number of strands of current thinking.

The end to separation of traffic movement from the public realm and the move towards shared space has important implications for the training and professional development of all the disparate disciplines involved. Integration of engineering with urban design implies a broadening of awareness and knowledge amongst professionals and technicians who, until recently, have shared only a sketchy understanding of each other's roles. It is encouraging to see the Public Realm Information Advice Network (PRIAN), supported by the Institute of Highway Engineers and English Heritage, amongst others, extending and developing training in the comprehensive design and management of the public realm.[9]

Shared space raises the potential for a radically different vision for the streets of towns and cities for the future. With sufficient professional support and political determination, it could hold the key to reversing the long-lamented decline in the quality of streets, both in Britain and across the rest of the world, where cars and traffic are likely to remain an inevitable component of our social and economic structures. If the findings from the increasing number of shared space schemes continue to demonstrate the positive outcomes from treating drivers as intelligent citizens, governed by the same social protocols that underpin civility in other public places, there is a hope that the segregated world of post-war urban planning will no longer need to blight the coherence and quality of the built environment.

NOTES

1. See *CIAM – The Athens Charter*. http://www.open2.net/modernity/4_2.htm. Accessed 1 February 2008.

2. 'Panda' crossings were introduced in the UK in April 1962 to establish a signalized pedestrian crossing. They were replaced by 'pelicans' in 1968, and then by 'puffins'. 'Toucans' refer to combined pedestrian and bicycle crossings ('two can cross').

3. A brief history and summary of research findings on these and other schemes can be found at http://www.shared-space.org/ – 'Projects' page.

4. *'desire line*: The shortest, most direct route between facilities or places', from Cowan (2005).

5. The Laweiplein was modelled using, amongst other software packages, 'Omni-X' system to calculate theoretical capacity and delays (Smallingerland Municipality, 2007, p. 16)

6. A selection of international press reports can be found on the European Shared-Space research project website; http://shared-space.org.

7. Shared Space newsletter, June 2007, available at http://www.shared-space.org/files/18445/5LRnieuwsbriefSS.07_7.pdf.

8. Based on records of Seven Dials Trust, and enquiries with Camden Borough Council (July 2007).

9. PRIAN. Design and Management of the Public Realm. www.publicrealm.info.

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Q1 - Overall Comments

We agree with the inclusion of separated cycle ways and the concept of encouraging active transport in general.
We are concerned that the overall plan could compromise heritage of the city for a modern image. In particular we would like a commitment from CERA/CCDU to reinstate the inner city tram network, and a commitment to wheelchair accessible trams.
We are also concerned about the potential of still having huge parking structures with in the core of the city.

Q2 What do you like

We agree with the proposal to encourage more people to use active transport through specific streets for specific use, for example we welcome to implementation of pedestrian only areas (like is present at the Wellington waterfront). We agree with the slow speed limit in the inner zone, as that would encourage an atmosphere we people could linger and relax at roadside cafes. We also think this could be a good draw card for tourist- getting lost in the alley ways of Christchurch much as one does in Venice.
We also agree with the widening of the green space along the Avon/Otakaro River.
With regards to cycling we welcome separated lanes to both encourage more cyclists and to reduce the possibility of traffic related accidents.

Q3 Dislike

We disagree with the mixed road use in the inner zone- cyclists wont be riding at 30km/hour therefore accidents are more likely. We also disagree with the bus lanes in the middle lanes, we propose that buses travel on the out side lane of all roads otherwise passengers will need to negotiate multiple lanes to access the buses.
We disagree with the slow zone 'tails' on Victoria and Colombo and feel this comprises the grid pattern of the inner zone and could compromise customer visits to the businesses in these areas.
We disagree with allowing unrestricted numbers of parking building within the inner zone and instead suggest that reduced parking building are within the core (hospital area excluded) and that these parking buildings are located outside of the inner core.

Q4 What needs to be added to the plan

We propose that the following ideas are committed to:

- That every street in Christchurch has dedicated bicycle lanes
- That bus size/capacity is reduced on less popular routes like is already in place in some of the eastern suburbs
- That park and ride facilities are implemented
- That park and hire (mobility scooters, bicycles, roller blades, prams, segways) facilities are available at multiple hubs around the inner zones- perhaps including in/on the edge of the frame
- Inner zone bus lanes that can transfer to short term parking at night to allow people to park close to their destination and enable them to attend events/venues and then return safely to their car
- We wish to see a commitment to long term parks with in the inner zone for people with access needs
- That innovative ways in car storage/car stacking are explored to make most efficient use of space

Submitted on Behalf of the Otautahi Youth Council.
Written by: Krystle Anderson, Zac Neill, James Adams, Erin Gough, Hamish Keown, Martin Roberts, and Henrietta McNeill
Process Facilitated by Jen Rodgers

Peterborough Village pita kāik

1 February 2013

Christchurch Central Recovery Plan : Te Mahere 'Maraka Ōtautahi'

An Accessible City

Kia ora,

Our very damaged urban village has an active landowner/community group participating in, contributing and assisting with the rebuild. The village involves a balanced mix of mixed use and living zoned land. Most of the land is being cleared. **Peterborough Village / *pita kaik* Inc Soc** representatives have attended briefing sessions on the transport plan, have discussed concerns, and wish to make comment and seek some amendment.

PUBLIC TRANSPORT

The earthquakes have provided the opportunity to renew and not just replace the central city. An improved, more modern and sustainable transport system needs to be part of this renewal. Within our village, that adjoins the North Frame and Te Papa Ōtākaro, we support the public transport routes as proposed (page 15). However for within 'the core' we do question the appropriateness of providing car park facilities (page 17) in easier reach than bus stops. The Council's previous proposal involved a bus stop always accessible within one block. The current proposal doubles that to being at least 2 blocks away. This reduction in accessibility to public transport is not considered desirable.

CYCLE ROUTES

Key Cycle Routes are proposed to access 'the core' (page 11). These are supported. However there are insufficient or inadequate routes to encourage people to pass to and through the central city generally. Worcester Street and the River route are inadequate as the only key cycle routes providing and encouraging east-west cycle access. We ask that an additional **key east-west cycle route** be introduced linking from Hagley Park-Salisbury Street directly east beyond Victoria Street. 3 options have been investigated, and are explained in the appendix and shown in the attachments. The preferred route is Salisbury - Colombo - Peterborough Street. We seek the addition of this east-west route. Also, the addition of an Armagh Street Key Cycle Route is also supported.

MAIN STREETS

The proposed design for Main Streets (Victoria, Colombo and High Streets, page 12) is assessed as inadequate. Alone the reduction of maximum vehicle speed to 30 kph is an inadequate measure to enhance cycle experience to reach an adequate threshold. The cycle and vehicle lanes should NOT be combined on these routes. Nor should pedestrian and cycles be combined. The streetscape design proposed is not supported due to the lack of allowance for an adequately separated cycle lane.

KEY WALKING ROUTES

As a transition to achieving the new transport arrangement, we are elsewhere seeking transient street works within Peterborough Village to begin to achieve the long-term changes we seek with reduced car domination and increased people-friendly streetscapes, such as with shared space in Peterborough and Colombo Streets. To this end we seek that "Key walking links" delineated (page 9) be added to. To better address the integrity of the central city and support for the core, the Key walking link up Colombo Street should be extended. It is not appropriate to not extend that key walking route to and beyond the north side of Te Papa Ōtākaro and the North Frame and their associated activities. As Bealey Avenue and Colombo Street North have been and remain important visitor accommodation places, as well as a concentration of health services (map attached) with substantial professional staffing and out-of-town client visiting, the addition is sought of a Key Walking Route from Bealey Avenue down Colombo Street to the core.

ONE WAY STREETS

Peterborough Village currently has two pairs of one-way streets passing through and thus people here are aware of their disadvantages and advantages. To improve the liveability of the urban village character sought, the change of Salisbury and Kilmore Streets from one-way to two-way is supported (page 17). The recognition of Salisbury Street as a local distributor street is also supported. We support the intent of through traffic being encouraged onto Bealey and Fitzgerald instead of Kilmore, and hence we consider a 30 kph limit for Kilmore Street would be more appropriate to assist with this. Kilmore Street is a route that is not very respectful of the river - with the dominating Madras-Kilmore bridges, and the proximity of Te Papa Ōtākaro, the North Frame, Market Place (Victoria Square) and other anchor projects mean it would be appropriate to have Kilmore Street as a slower two-way street.

A change of Madras and Barbadoes from one-way to two-way streets is also sought. These streets pass through areas where increased residential density and quality is sought. The one-way streets are contrary to this regime. After careful consideration, a switch to two-way is also sought for this north-south pair.

MANCHESTER STREET

Manchester Street is addressed as a local distributer street with public transport between St Asaph Street and Salisbury Street. The proposal (page 14) for a Manchester Boulevard between St Asaph and Armagh Streets, widened by 9m, is supported only if an adequate separated cycle lane is provided. Narrowing north of Armagh Street to cross the Avon, it is important that the street corridor is also somewhat widened north of the river. With almost all buildings destroyed by the quakes, there is capacity to widen Manchester Street on the eastern side by 4 - 5 m from the bridge north to near Salisbury Street. The widened corridor, through Te Papa Ōtākaro, the North Frame and on up to Salisbury Street, would enable better accommodation of public transport facilities and separated cycles as well

as cars. There would also be capacity for day-lighted spring-fed waters and storm water swales to be accommodated along the street (see attachments, proposed cross-section of Manchester St North).

Over the last year and a half considerable consultation and research has been undertaken with interests in the Village, and the day-lighting of waters has been found to have wide support.

With land and buildings in the area from the river north to Salisbury Street so very damaged, and in need of recovery support, we ask that Manchester Street North be widened to provide an improved streetscape as an important entry and support area to 'the core'. An improved streetscape would be an important contributor to recovery of this area which is recognised as necessary to achieve residential appeal to support the city's recovery. We therefore submit that as well as the Manchester Boulevard to the south, the transport plan include a widening of Manchester Street north and a commitment to an improved sustainable streetscape.

We thank you for the chance to make comment. The community welcomes further dialogue. We are happy to meet to expand on points raised and to discuss refined solutions for the Recovery Plan chapter.

Nga mihi,

Mark McEntyre

Chairperson, Peterborough Village Inc. Soc. Withheld under section 9(2)(a)

appendix 1. Report on proposed Transient Landscape Interventions

appendix 2. Map of the Northern Health Precinct

graphic attachments:

a. a proposed northern east-west Key Cycle Route (3 options, 1 + 3 sheets).
b. transient streetworks planned for Peterborough Street (2 sheets).
c. Manchester Street widening proposals (1 sheet).
d. Transient Parklet proposals (7 sheets).
e. Cycling Questionnaire (2 sheets).

NOTE. Whilst not directly relevant to the Plan, but appreciating the time frames likely needed for achieving the proposed changes, the transient works are included merely as small examples of the kinds of effort needed to assist recovery through a transition to more sustainable streetscapes long-term.

appendix 1.

Report on Peterborough Village . Transient Streetscape Interventions

Christchurch has been a car-orientated city with lots of traffic going through every day. After the earthquakes that caused a lot of damage and destroyed a big part of the City Centre, new chances and possibilities turned up that were seen able to reorganise the City Centre for a better, more modern, sustainable cycle- and pedestrian-friendly city.

Taking this chance to create a more enjoyable city we have the intention to reduce cars and car parks as well as slowing down the traffic which would have positive long-term effects for the whole central city. By designing transient streetscapes, like the proposed cycle lane intervention as well as car parks replaced by parklets, we hope to make this happen to help support transition to long-term transport changes.

The first part of the brochure (attached) shows the cycle lane intervention we are proposing for the northern part of the Central City of Christchurch. We think that there are not enough connecting west to east cycle routes given for the northern part of the City Centre in the latest Transport Plan from CERA.

Therefore we have proposed three different options for a Key Northern East-West Cycle Route, which all pass through Peterborough Village with the idea of creating a Cycle Hub area at Colombo Street, between Salisbury Street and Kilmore Street.

Our preferred northern east-west cycle route begins at the eastern side of Hagley Park, follows Salisbury Street until it turns right into Colombo Street. After following Colombo Street for one block the cycle lane turns left into Peterborough Street, which finally reaches the Avon River at Barbadoes Street. This would be a quicker way to get from west to east instead of having to follow the Avon River. The following cross section 'Cycling in Peterborough Village' shows how the transient cycle lane intervention could be applied e.g. at Peterborough Street.

The second part of the attachment shows the streetscape idea we have. I have designed a Parklet, which includes the cycle lane interventions as well. I have done lots of measurements to make sure that the idea to transform the existing area, which is currently planted with roses, into a parklet is achievable without too many changes needing to be made. This example can be applied to further areas in Peterborough Village with adjustments to be made depending on the site.

The design idea for the parklet was to show how nature has been here a long time before humans turned it into a big city. Christchurch was covered with different kinds of forest. There were lots of springs and streams flowing along the plains and the iwi used to fish and bird here. In the parklet we are using flax plants to mark the original flow of those forgotten streams, the Kahikatea Fruit Light Stands as well as the Tree House sculpture design by Julia Morison, should all remind people of the lush Kahikatea Forest which used to cover the area.

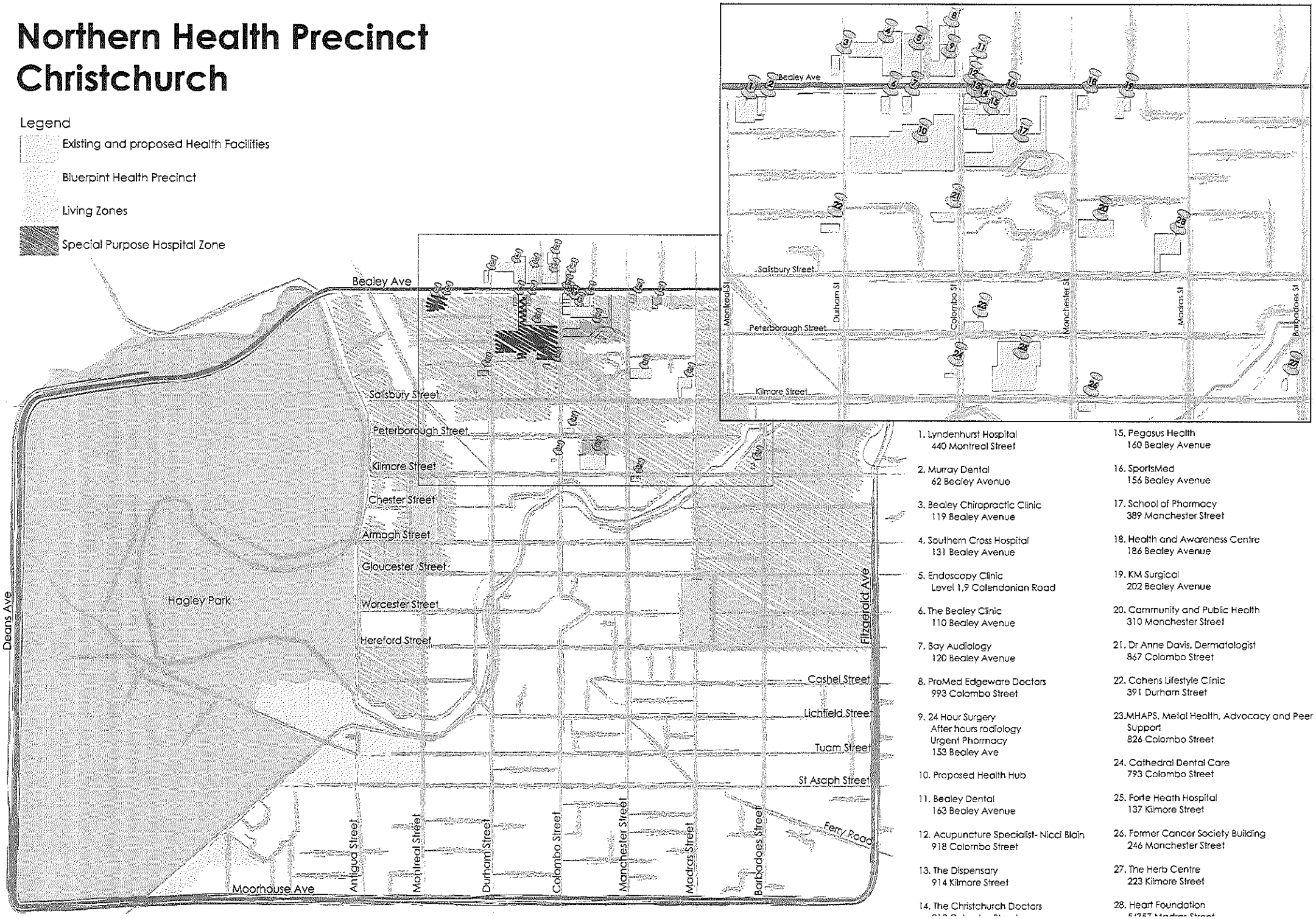
Withheld under section 9(2)(a)

for Lucas Associates & Peterborough Village 31 January 2013

Northern Health Precinct
Christchurch

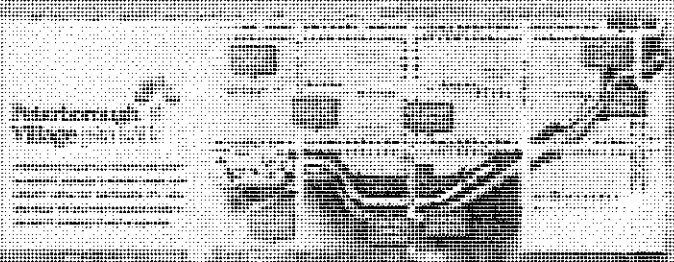
Legend

- Existing and proposed Health Facilities
- Blueprint Health Precinct
- Living Zones
- Special Purpose Hospital Zone



1. Lyndenhurst Hospital
   440 Montreal Street
2. Murray Dental
   62 Bealey Avenue
3. Bealey Chiropractic Clinic
   119 Bealey Avenue
4. Southern Cross Hospital
   131 Bealey Avenue
5. Endoscopy Clinic
   Level 1,9 Calendonian Road
6. The Bealey Clinic
   110 Bealey Avenue
7. Bay Audiology
   120 Bealey Avenue
8. ProMed Edgeware Doctors
   993 Colombo Street
9. 24 Hour Surgery
   After hours radiology
   Urgent Pharmacy
   153 Bealey Ave
10. Proposed Health Hub
11. Bealey Dental
    163 Bealey Avenue
12. Acupuncture Specialist- Nicci Blain
    918 Colombo Street
13. The Dispensary
    914 Kilmore Street
14. The Christchurch Doctors
15. Pegasus Health
    160 Bealey Avenue
16. SportsMed
    156 Bealey Avenue
17. School of Pharmacy
    389 Manchester Street
18. Health and Awareness Centre
    186 Bealey Avenue
19. KM Surgical
    202 Bealey Avenue
20. Community and Public Health
    310 Manchester Street
21. Dr Anne Davis, Dermatologist
    867 Colombo Street
22. Cohens Lifestyle Clinic
    391 Durham Street
23. MHAPS, Metal Health, Advocacy and Peer Support
    826 Colombo Street
24. Cathedral Dental Care
    793 Colombo Street
25. Forte Heath Hospital
    137 Kilmore Street
26. Former Cancer Society Building
    246 Manchester Street
27. The Herb Centre
    223 Kilmore Street
28. Heart Foundation

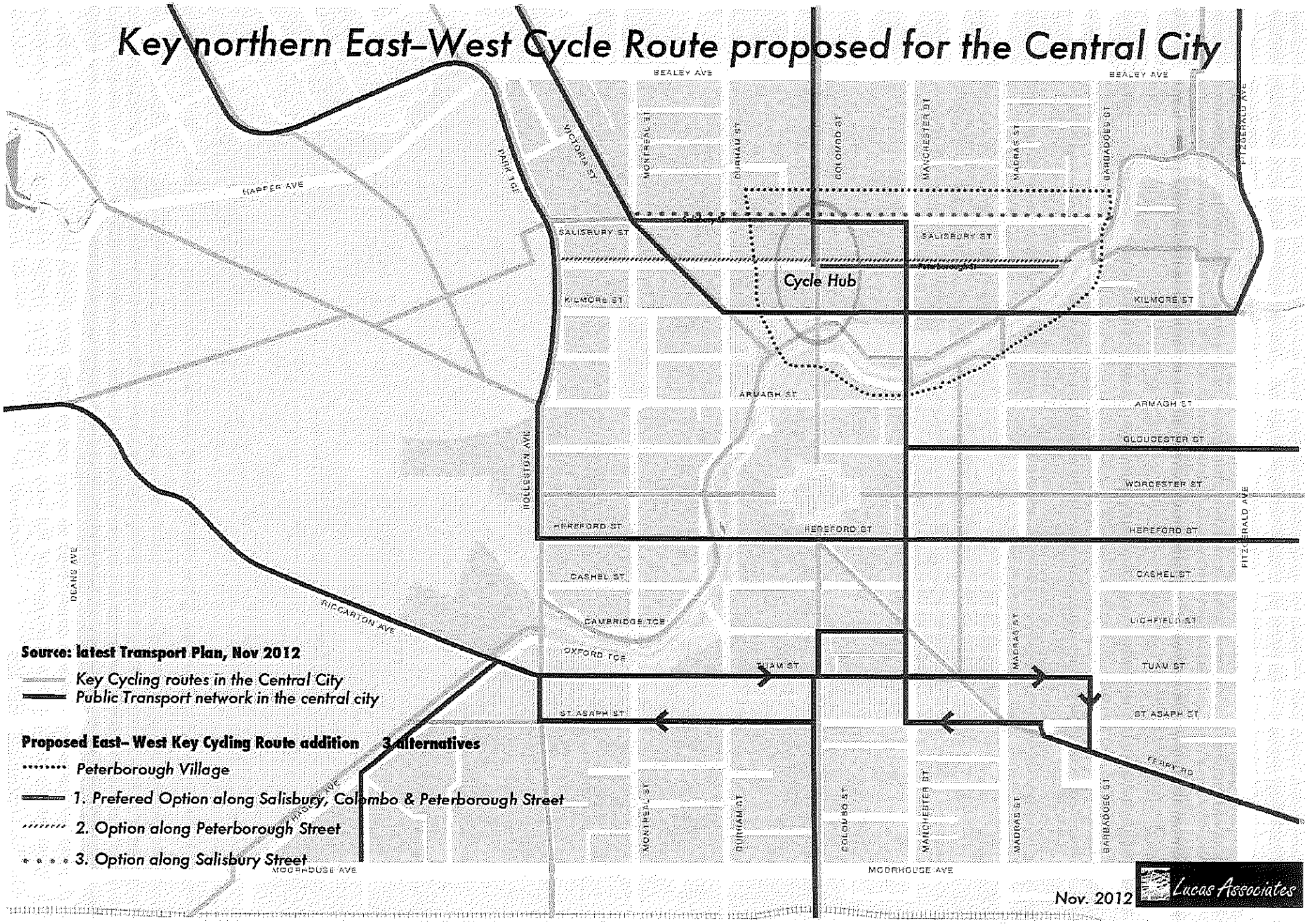
Peterborough Village
Transient Streetscape Intervention



January 2014

Lees Associates

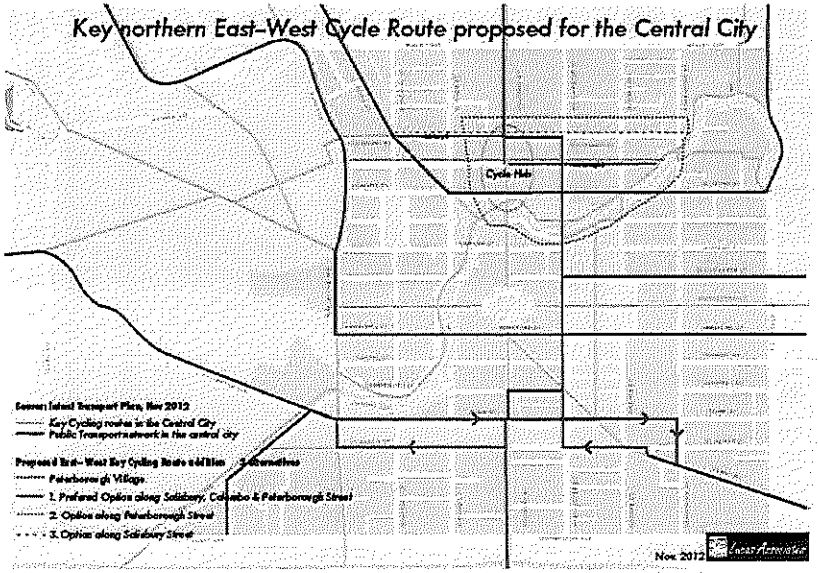
Key northern East–West Cycle Route proposed for the Central City

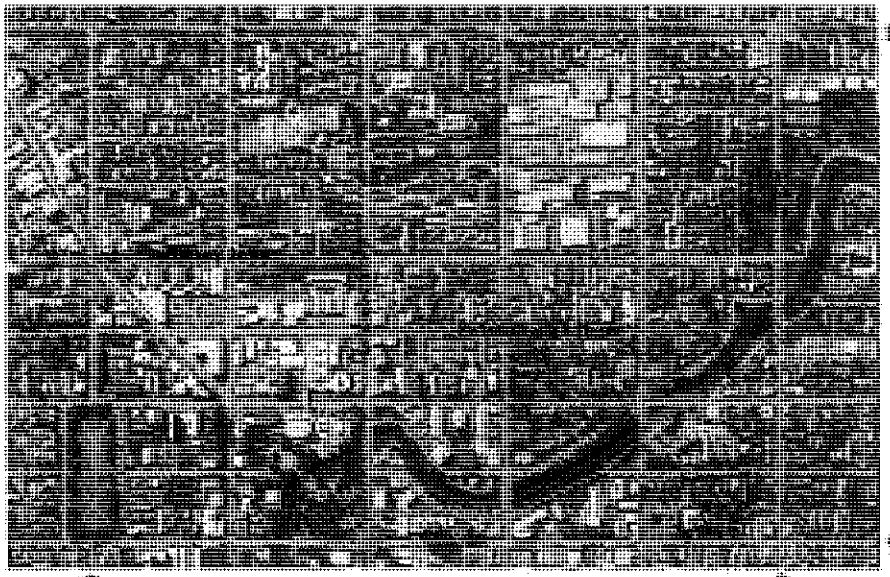


Key northern East–West Cycle Route proposed for the Central City • 3 alternatives

1. Preferred Option - Key Cycle route along Salisbury, Colombo & Peterborough Streets

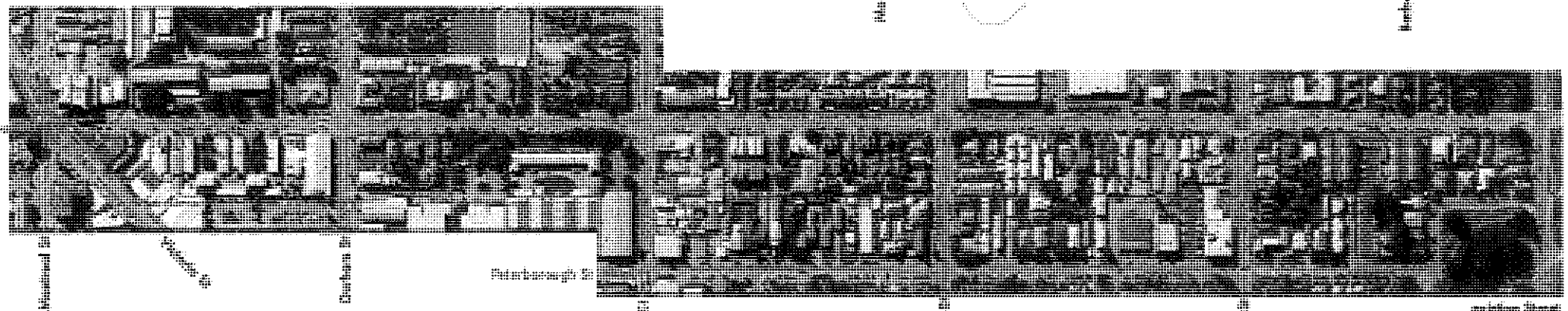
SALISBURY STREET & PETERBOROUGH STREET





Montreal St

Barbadoes St



Montreal St

Durham St

Peterborough St

Colombo St

Manchester St

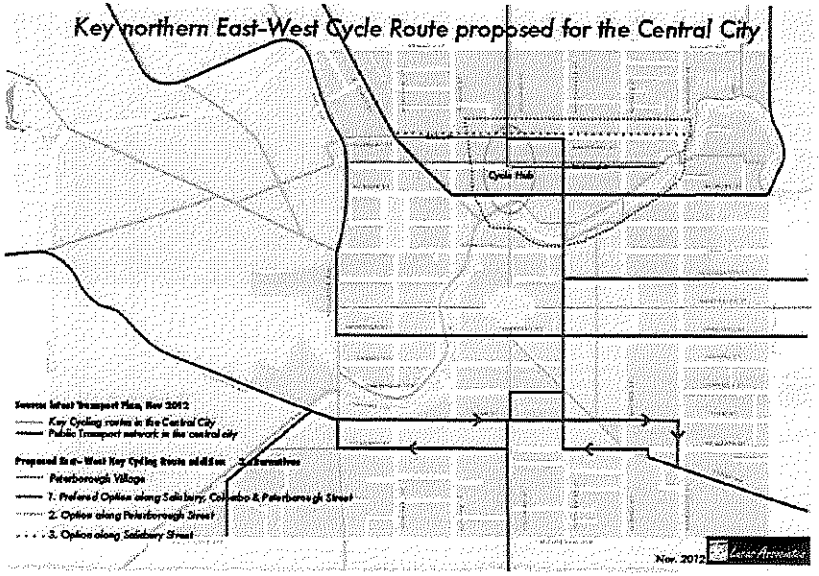
Madras St

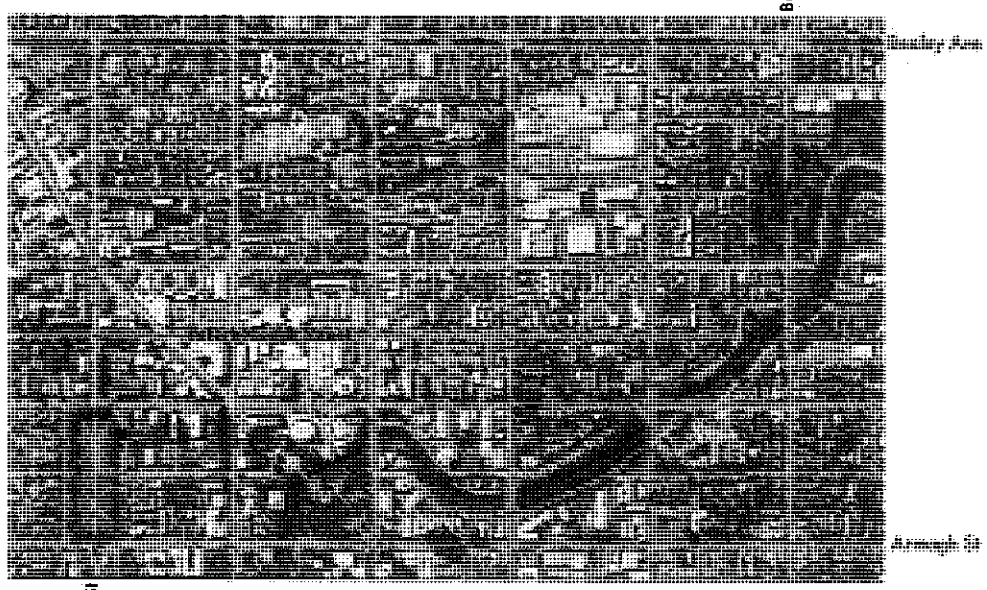
Dec 2012 Lucas Associates

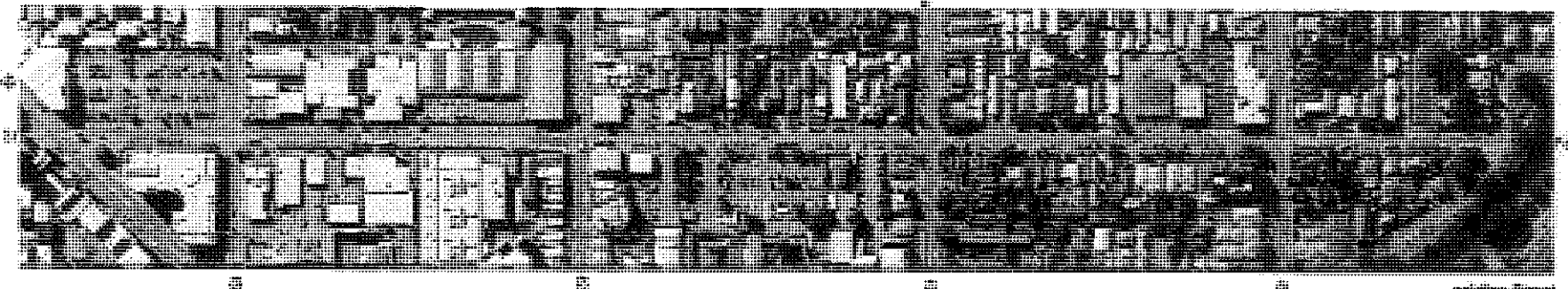
print @ A3

2. Option - Key Cycle route along Peterborough Street

PETERBOROUGH STREET







Dec 2012 Lucas Associates

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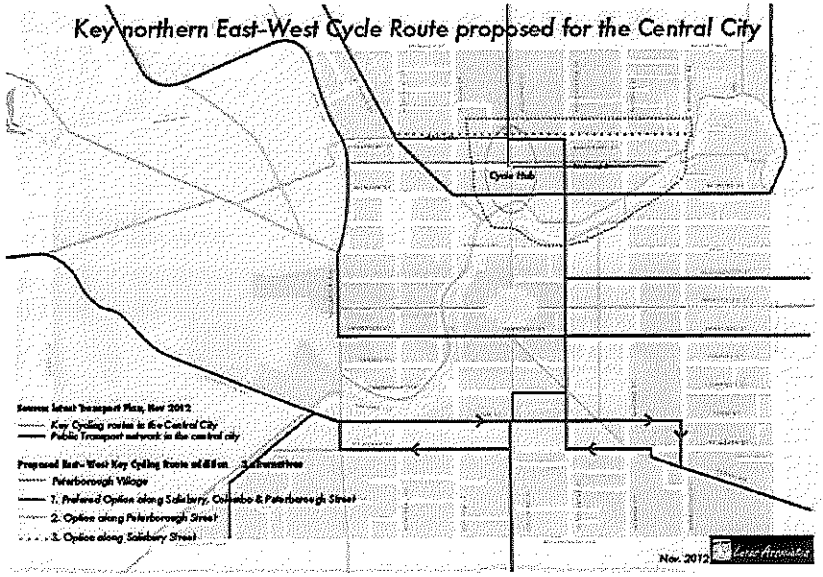
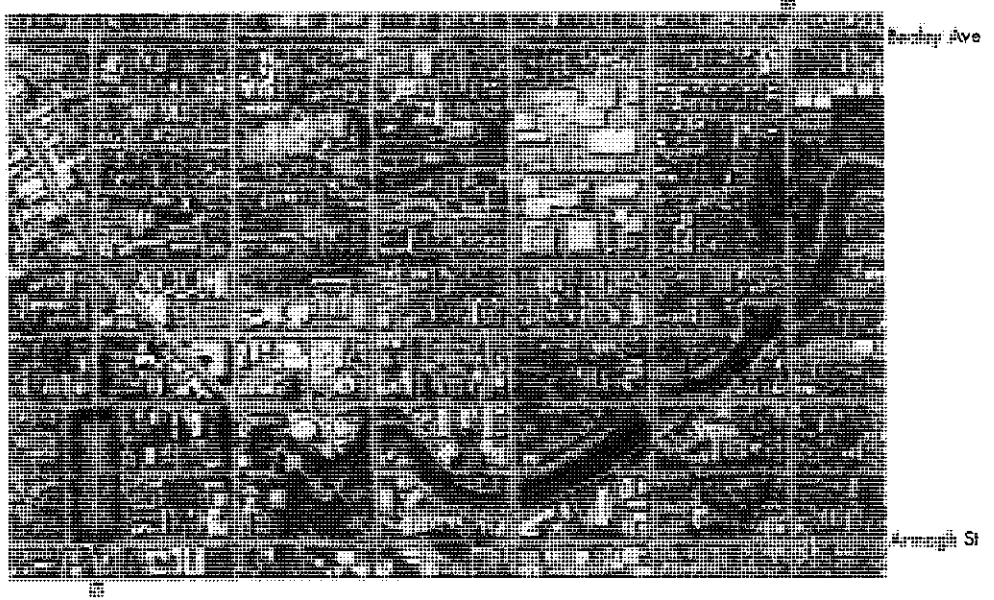
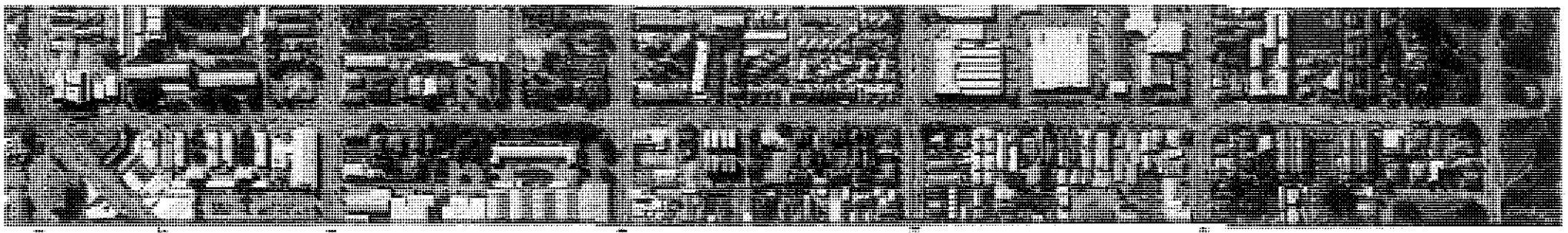
Key northern East–West Cycle Route proposed for the Central City • 3 alternatives

3. Option - Key Cycle route along Salisbury Street

SALISBURY STREET







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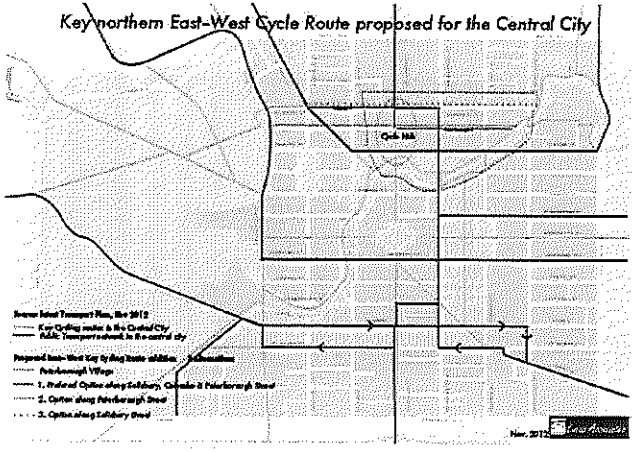
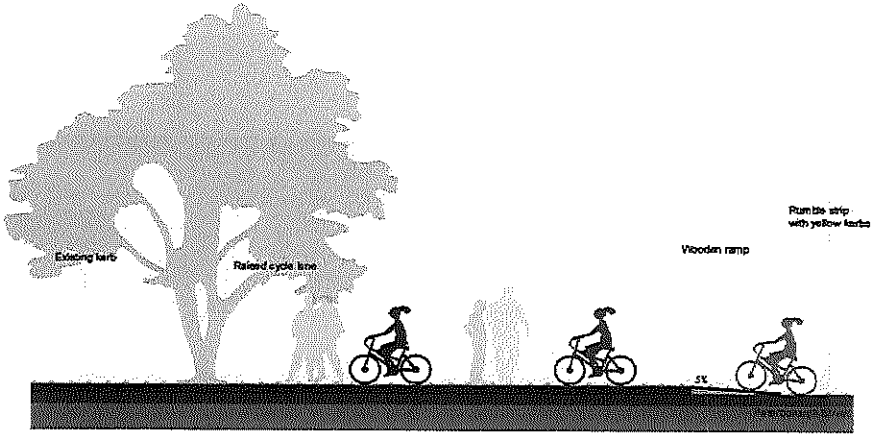
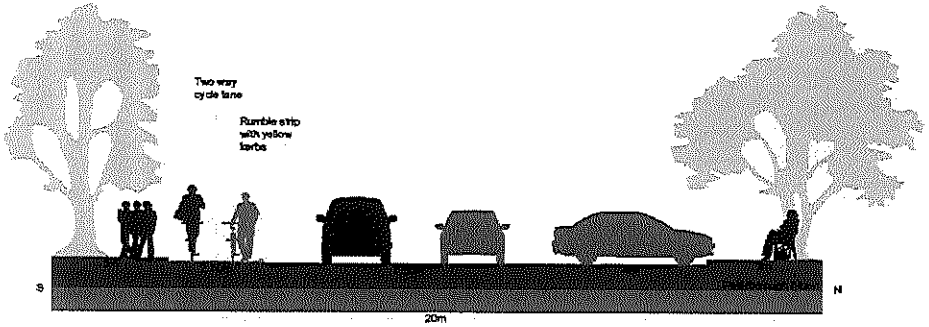
Cycling in Peterborough Village

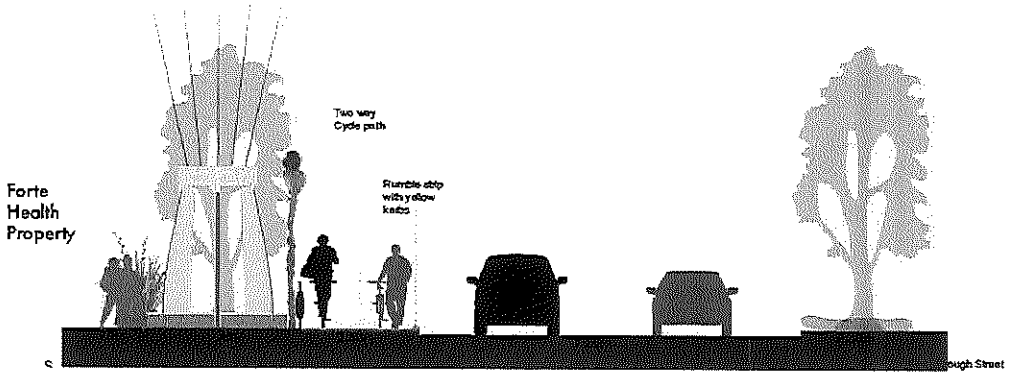




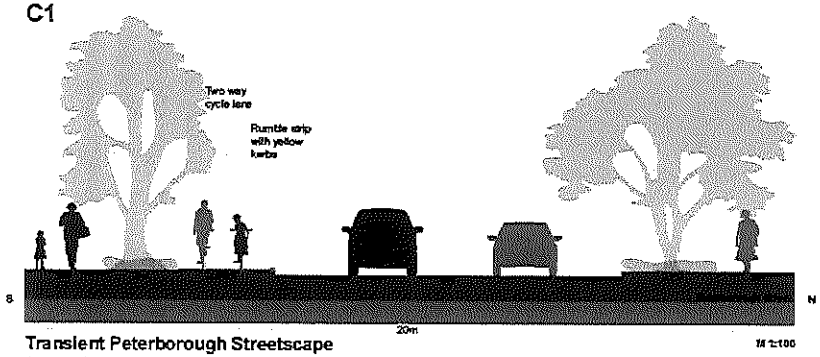
Ramp Situation
C3
M 1:50



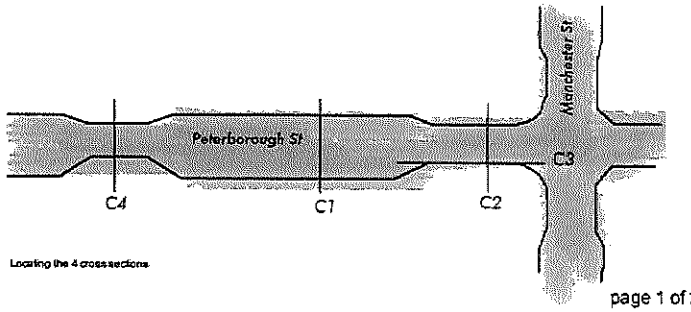
Transient Peterborough Streetscape
(Colombo to Madras Street)
C1
M 1:100



Proposed Parklet Area
Transient Peterborough Streetscape
(Colombo to Madras Street)
C4
M 1:100



Transient Peterborough Streetscape
(Colombo to Madras Street)
C2
M 1:100

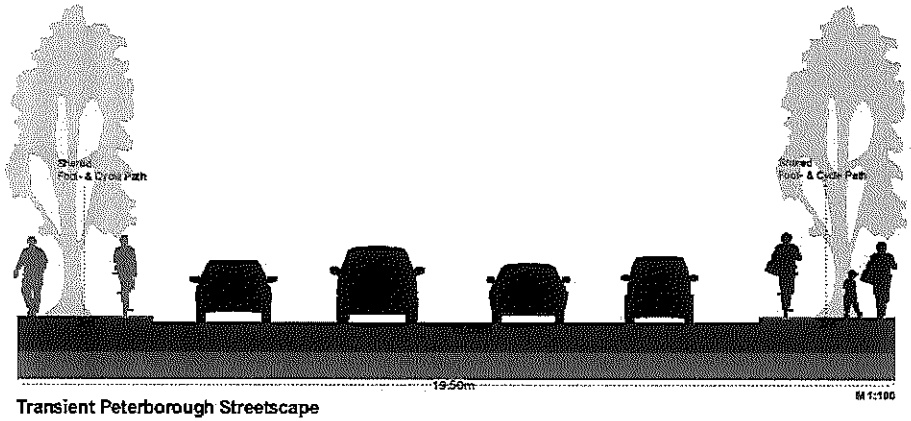


Locating the 4 cross sections

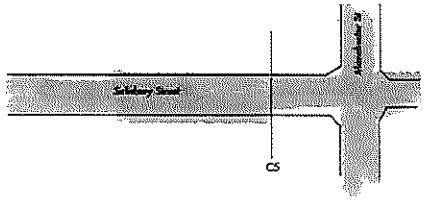
November 2012

Lucas Associates

Cycling in Peterborough Village

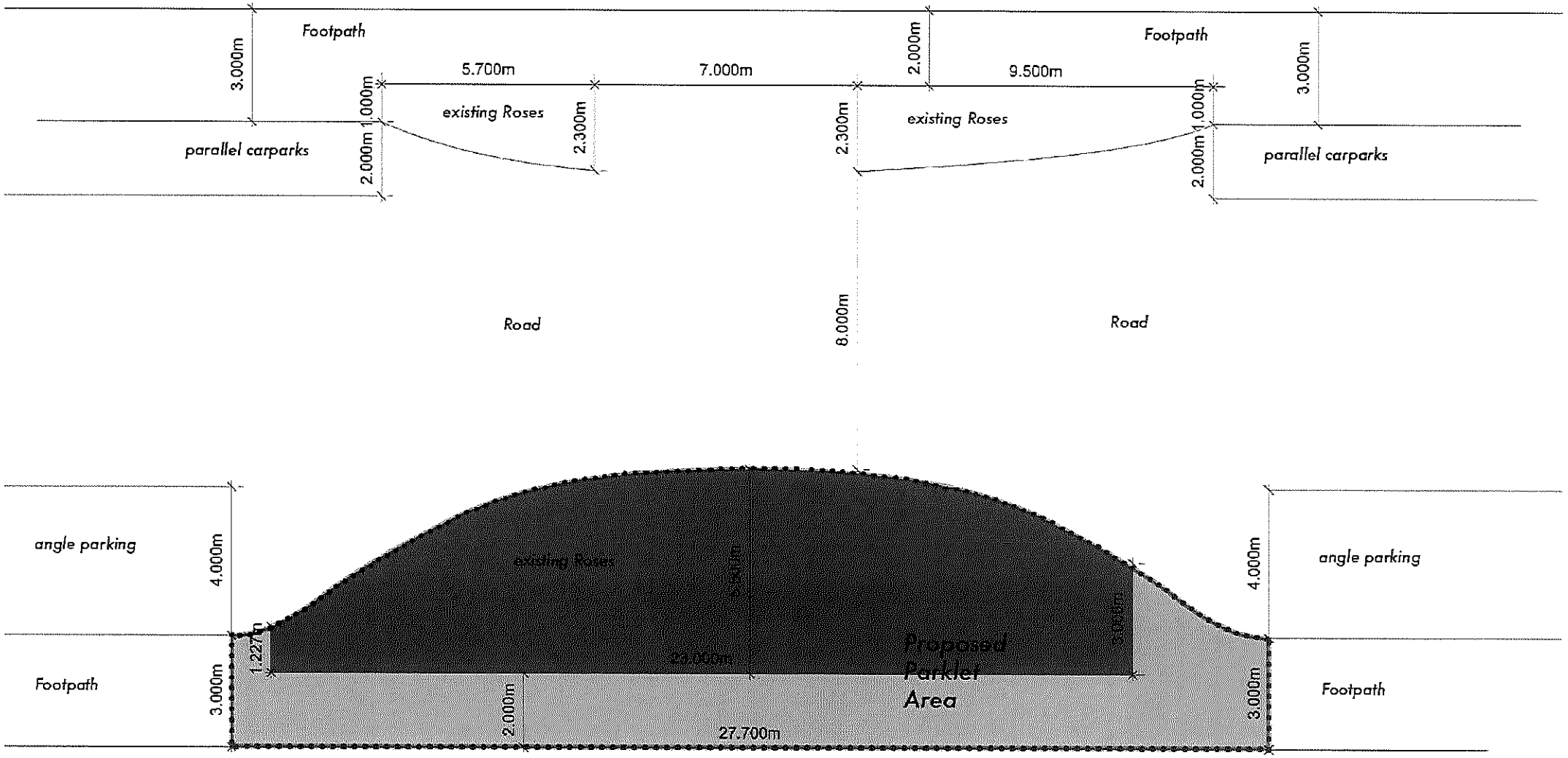


Transient Peterborough Streetscape
(Colombo to Madras Street) along Salisbury Street
C5



PROPOSED PARKLET

- along Peterborough St, between Colombo St and Manchester St -



Forte Health Property

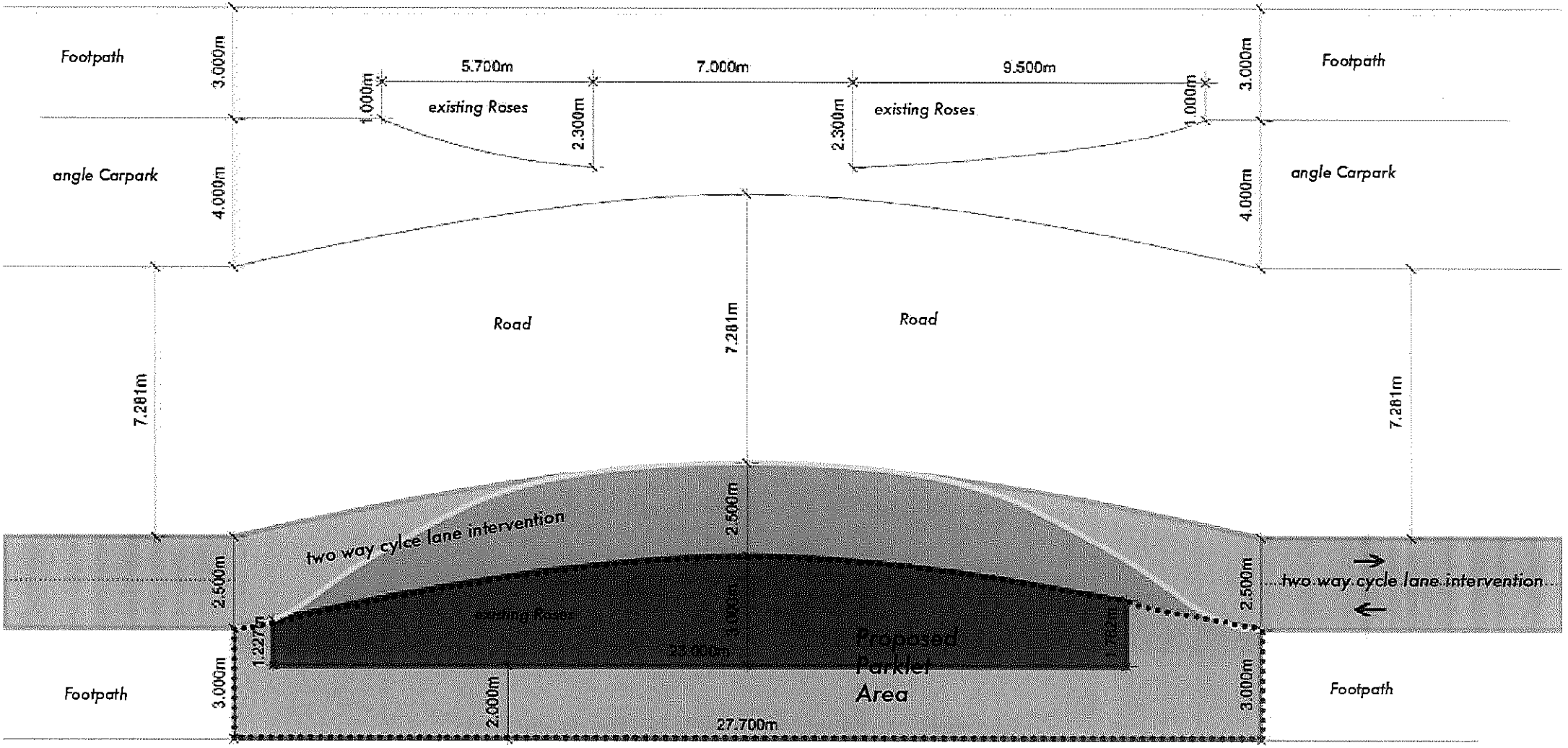
Proposed Parklet Area

12.12.2012

Lucas Associates

PROPOSED PARKLET WITH NEW CYCLE LANE INTERVENTION

- along Peterborough St, between Colombo St and Manchester St -



▪▪▪▪▪▪▪ *Proposed Parklet Area*

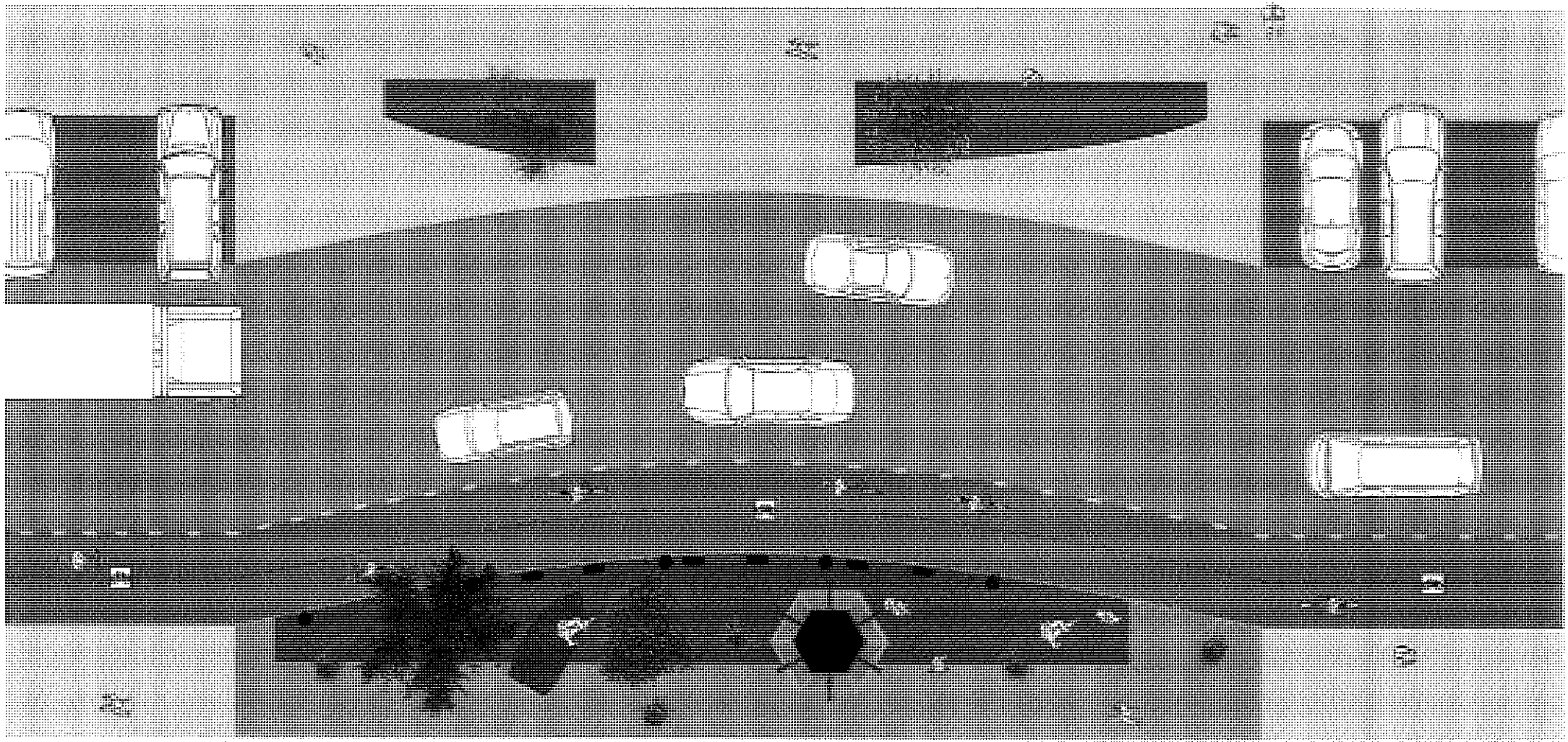
Forte Health Property

12.12.2012

Lucas Associates

PROPOSED PARKLET WITH NEW CYCLE LANE INTERVENTION

- along Peterborough Street, between Colombo & Manchester Street -



N

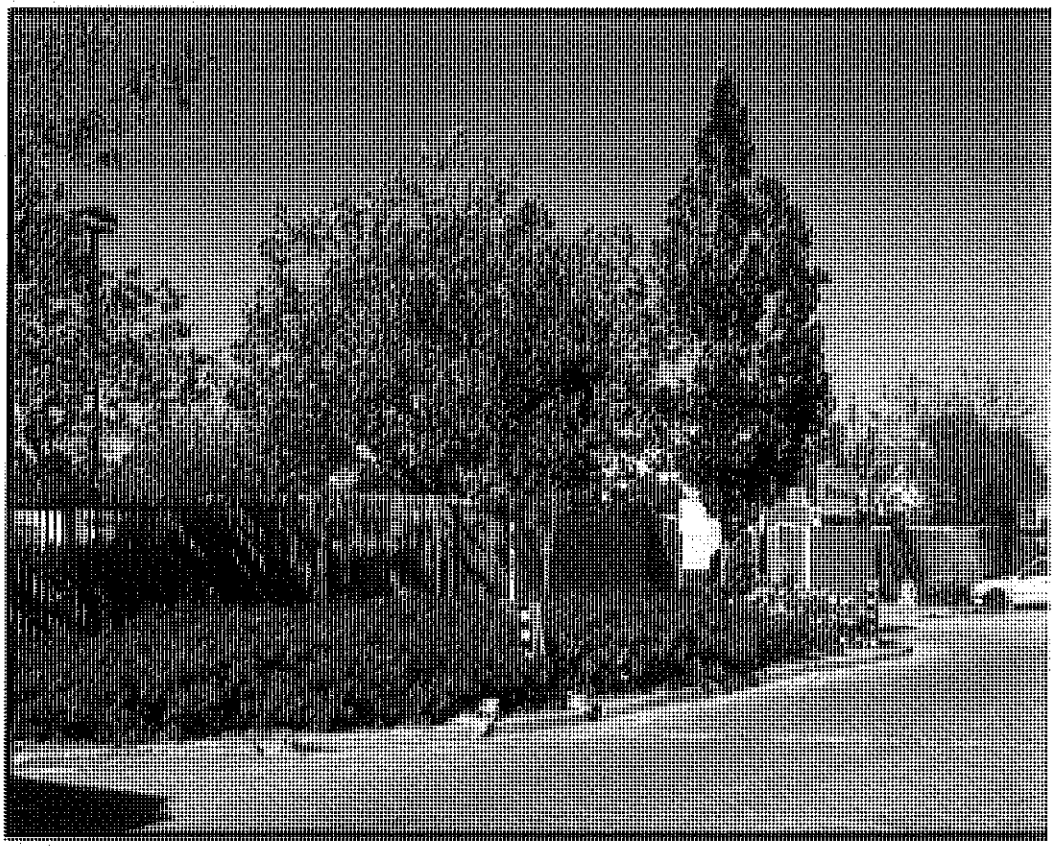
1:100
print @ A3

14.12.2012

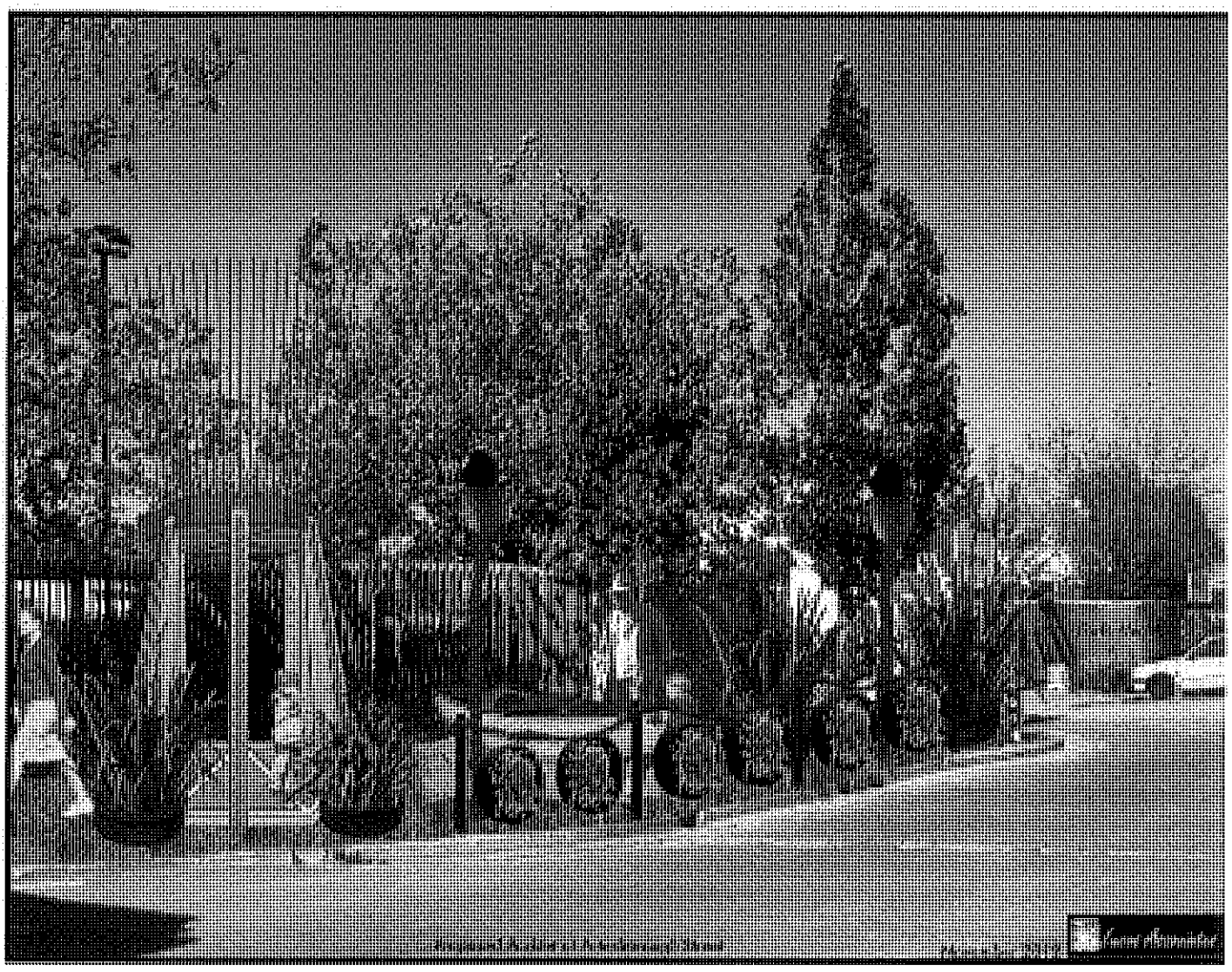
Lucas Associates

Proposed Parklet – before & after

BEFORE

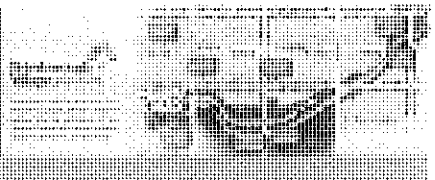


AFTER



Cycling in central Christchurch

To those with an interest in "Waterborough Village"



SURVEY

How confident and comfortable do you feel about cycling through the streets of Christchurch? Are there any problems? What might be a good improvement for everyone?

The following survey involves questions where you can provide your own personal rating. It can be a contribution towards the future of the city's traffic system. It is important while going through the questions to ignore the temporary disruption which the quakes induced, so keep that in mind.

Please evaluate on a scale from 1 to 6 which statement best applies by marking with a cross.

A Bikes and Traffic

1.	*I bike regulary and enjoy it*	① ② ③ ④ ⑤ ⑥	*I never bike because I don't like it*
2.	*If I had the option to bike I would love to*	① ② ③ ④ ⑤ ⑥	*Nothing would make me ride a bike even if I had the option*
3.	*Cyclists have been accepted as equal members in the transport system*	① ② ③ ④ ⑤ ⑥	*Cyclists are not taken seriously enough from what I have experienced*
4.	*All age groups like to use a bike for transport as well as for exercise and sport*	① ② ③ ④ ⑤ ⑥	*Bikes are just for exercise and sport*

B Cycle Safety

5.	*As a cyclist I generally feel confident and secure on the streets*	① ② ③ ④ ⑤ ⑥	*I generally feel insecure biking on the streets*
6.	*Conflicts between cyclists and pedestrians are a rare thing*	① ② ③ ④ ⑤ ⑥	*Conflicts between cyclists and pedestrians are common*
7.	*Conflicts between cyclists and car drivers are uncommon*	① ② ③ ④ ⑤ ⑥	*Conflicts between cyclists and car drivers are common*
8.	*Cycle lanes are in good condition and not used for any other purpose*	① ② ③ ④ ⑤ ⑥	*Cycle lanes are in bad condition and often there are several obstructions in the way*
9.	*I bike on any road*	① ② ③ ④ ⑤ ⑥	*I bike only where there are no motor vehicles*

C Cycle comfort

10.	*Cycle lanes are usually really spacious*	① ② ③ ④ ⑤ ⑥	*Cycle lanes are far too narrow*
11.	*There are lots of bike parking options*	① ② ③ ④ ⑤ ⑥	*There is no bike parking option*
12.	*It is easy and cheap to take bikes on public transport*	① ② ③ ④ ⑤ ⑥	*It is quite difficult and can be expensive to take bikes on public transport*

D Significance of cycle traffic

13.	*Over the last few years there has been ongoing maintenance work on cycle lanes or tracks*	① ② ③ ④ ⑤ ⑥	*Over the last few years there hasn't been any maintanance work on cycle lanes or tracks*
14.	*The City Council monitors the exlusive parked cars on cycle lanes*	① ② ③ ④ ⑤ ⑥	*There is no reaction from the City Council if cars are parked on cycle lanes*
15.	*The traffic light sequences are well adjusted to the cycle speed*	① ② ③ ④ ⑤ ⑥	*The traffic light sequences are adjusted to the car speed*

E Cycle Infrastructure

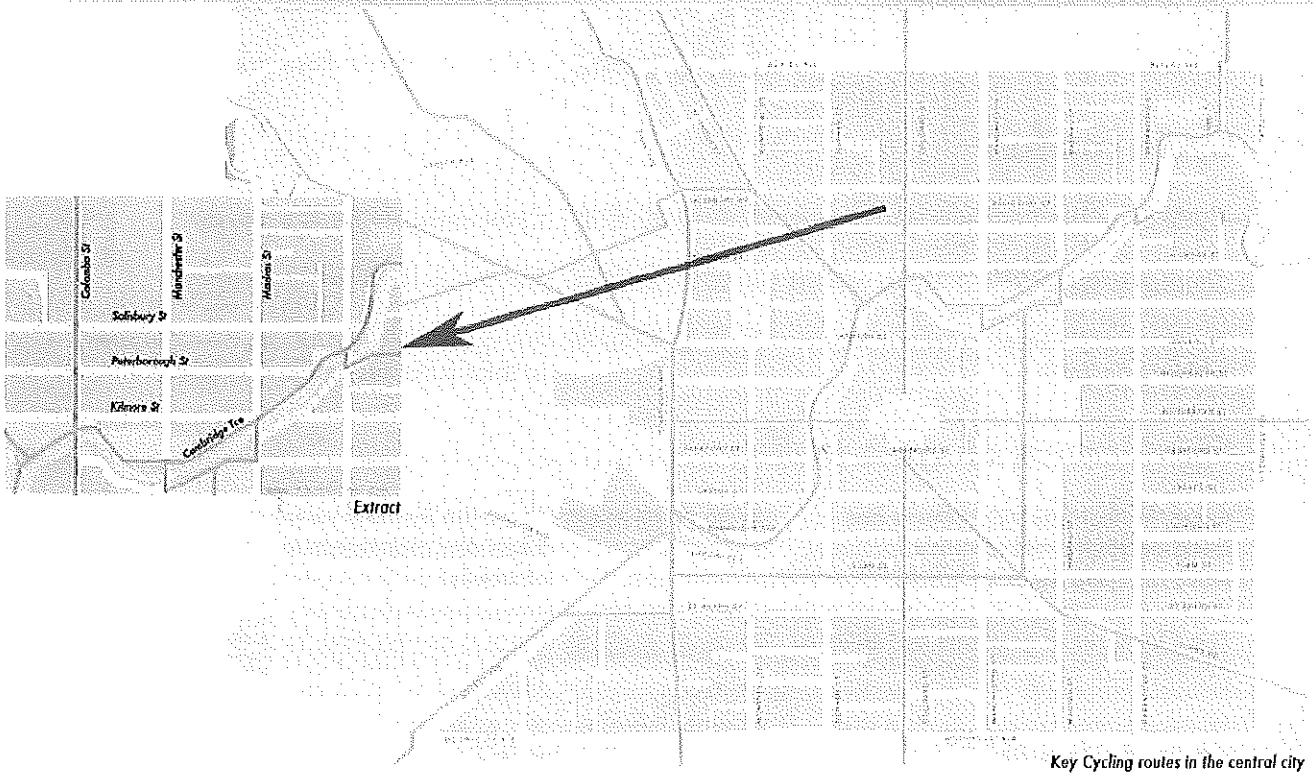
15.	*It is easy to access the city centre by bike*	1 2 3 4 5 6	*It is really difficult to acces the city centre by bike*
16.	*Cycling is a fast and direct way to get around*	1 2 3 4 5 6	*Cycling is a really slow way of getting around caused by too many obstacles on the way. Detours are common and time-consuming*
17.	*Oneway streets are usually ridable from both directions*	1 2 3 4 5 6	*Cyclists are restricted to the directions of one way streets*
18.	*There is a lot of signage helping to find your way around the city and making it more comfortable to bike*	1 2 3 4 5 6	*The City is poorly signposted. Cyling is not comfortable*
19.	*For daily usage there are many comfortable cycle tracks separate from main streets*	1 2 3 4 5 6	*Cycle tracks are usually only established on or close to main streets*

This survey refers to 'An Accesible City' the new draft transport plan just released by CERA [Canterbury Earthquake Recovery Authority]. You will find an extract below from 'Key Cycling routes in the central city' which focuses on Peterborough Village.
For more information about the new transport plan and especially about the cycle plan except for the central city please refer to this link http://ccdu.govt.nz/the-plan/an-accessible-city

What do you think about the new 'Key Cycling routes in the central city' especially with regard to Peterborough Village? Do you agree?
Should other streets as well as Colombo Street and Cambridge Tce along the Avon become more cycle-friendly too? Where should this occur?
Please feel free to comment. We will appreciate your active involvement.

Peterborough Village Inc. Soc.

http://www.peterboroughvillage.org.nz/
http://www.facebook.com/PeterboroughVillage



Key Cycling routes in the central city

Submission to:
The Christchurch Central Recovery Plan: An Accessible City - *Draft for consultation.*

TO:
Christchurch Central Development Unit

FROM:
Rachel Eyre
Canterbury and West Coast Branch of Public Health Association

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Who we are

The Public Health Association of New Zealand (PHA) is a charitable organisation, which provides a major forum for the exchange of information and stimulation of debate about public health in New Zealand. Membership of the PHA is open to individuals interested in public health. Members may be employed in the public, private and voluntary sectors. In addition to membership fees, donations and other earnings, the PHA has a contract with the Ministry of Health to encourage and facilitate informed debate on key public health issues. The PHA is a member of the World Federation of Public Health Associations.

PHA members and regional branches regularly engage with local authorities in relation to the Local Government Act 2002 and other relevant legislation over a broad range of issues that determine the health of people and communities. Many PHA members in their professional capacity as public health practitioners contribute their scientific understanding of the interactions between the environment and human health to local government considerations. This includes focusing on the provision of evidence-based information to aid decisions and ensuring that the possible impacts of decisions are considered in order to minimise any potential health risks to the public.

This submission has been written by volunteer members of the Canterbury and West Coast Branch Committee.

Thank you for the opportunity to make a submission on Christchurch Central Recovery Plan "An Accessible City." The PHA congratulates the Christchurch City Council and key partners in its goal to develop a 'more accessible and safer built environment'.

The relevance of transport to public health

Health is created in the context of people's everyday lives where people live, learn, work and play (1). Transport system infrastructure will shape people's everyday life experiences as they travel around the city, so it is important that this Plan considers how our communities' health and well-being can be optimised. This can be achieved by reducing harms and maximising benefits to health.

Harms to health arise from road traffic injuries, vehicular emissions, as well as sedentary lifestyles. Benefits to health arise from more active forms of transport such as cycling and walking leading to reductions in obesity and reduced long term chronic conditions such as cardiovascular disease and diabetes, and shorter term improvements in mental and physical health (2). Environmental benefits are also apparent from public transport and active transport by reducing vehicular emissions (including greenhouse gases), and a reducing resource and land use.

Urban planning has a big role to play in creating an environment conducive to health. Urban infrastructure can promote active transport for all populations (3), including the young, elderly and disabled. It can also support more balance between transport modes, particularly for short distances, i.e. distances which comprise almost 30 percent of NZ motor vehicle trips, which could be easily walked or cycled (4). Urban planning can also address equity issues, such as effects of the distribution of transport on people on low incomes (3).

In general the PHA supports integrated transport solutions with mode shifts to active travel and public transport. We recognise that a balanced approach will be needed with some private motor vehicle access maintained e.g. for people with disabilities, and for goods delivery vehicles. However the PHA encourages an integrated approach (5) to land use and transport planning so that transport is planned for people not cars.

The opportunity and vision that this Plan provides in the 21st century

We believe that the Christchurch rebuild offers a unique opportunity to create an urban form and transport system that meets the needs of present and future citizens ('future proof the system' p.5), and to be sustainable and resilient (p.5). In order to achieve this we consider that the capacity and infrastructure for public transport and active transport (cycling and walking) options should be offered on a scale much greater than seen pre-quake.

We welcome the commitment in this Plan to providing a "wider range of activities" (P5) to support public transport, walking and cycling, we believe that the CCDU should be more ambitious in its vision. Rather than portraying private vehicle transport as the dominant mode, as exemplified by the statement "The amount of short-term parking available will return to pre-earthquake levels" (p.18), we would like to see a greater effort made to reduce car-dependency.

Healthy urban planning is critical for encouraging behaviour change towards healthy transport options so healthy, sustainable, low carbon lifestyles become normalised for the twenty-first century.

Specific comments in relation to the Plan

- We support a "wider range of activities" (P5) to support public transport, walking and cycling.
- We support 30km / hour speed restrictions in the core (p.6). This is critical for safety where speed relates directly to severity of injury and fatality rate. 5lower speeds would however be preferable on streets where walking is prioritised.
- We strongly commend the intention to have cycle lanes physically separated from car lanes.
- We support the idea of pedestrian streets but where it states that "some streets *may* be for pedestrians only" we would like this to be more strongly worded with a commitment to designate some streets as pedestrian-only.
- We support the idea that "on-street parking will be reduced" (p.18). On-street parking is a hazard where cyclists share the road. We would like to see a specific strategy outlined that plans how this will be achieved.
- We support the statement that "parking buildings will generally be smaller." This is positive, but a sinking lid on parking spaces should be implemented over time.

- We do not support "The amount of short-term parking available will return to pre-earthquake levels" (p.18). We believe this is inappropriate whilst we have an opportunity to create an environment that discourages private motor vehicle journeys as the dominant mode of travel into the central city.
- We do not support "parking buildings will match demand" (p.18). This would not be desirable - see comments above.
- We recommend that the majority of streets should have cycle lanes, not just streets designated for cyclists (add to p.10).
- We recommend greater consideration be given in this plan given to people with disabilities, including those who are mobility and sensory impaired. Appropriate signage and crossings, for the blind or vision impaired should be provided with environmental cues (auditory or tactile), based on universal design principles, to allow equitable access in wayfinding.
- We would like to see consultation over design of the bus interchange.
- We suggest that active transport modes planning be given *early* priority to revitalise our city and give our people an experience of how efficient, enjoyable and economical leaving the car at home can be.
- We would like there to be mention of expanded outdoor smokefree spaces, including at the Bus Interchange. We support a continuation and promotion of the smokefree policy adopted by the CCC and we encourage consideration of extending the current smoke free policy to include all al fresco/outdoor dining areas; bus exchanges and transport hubs. This will also support the vision supported by our government, of a Smokefree Aotearoa by 2025.
- We would like to see attention being given to use of shade covering walkways and cycleways and outdoor public spaces where people will congregate, in order to prevent skin cancer, in recognition of New Zealand's current very high skin cancer rates and the highest death rates of melanoma in the world (6).

Thank you for the opportunity to comment. We wish to be heard in support of this submission.

Rachel Eyre on behalf of the PHA, Canterbury and West Coast branch
Correspondence to be addressed to:
Withheld under section 9(2)(a)

References

1. Robert Wood Johnson Foundation (2010). A new way to talk about the determinants of health.
2. World Health Organisation (2010). Global Recommendations on Physical Activity for Health: ISBN 978 924159 9979
3. Public Health Advisory Committee (2010) Healthy Places Healthy Lives: Urban environments and well-being. Wellington: Ministry of Health.
http://nhc.health.govt.nz/sites/nhc.health.govt.nz/files/documents/publications/urban-environments-apr10.pdf
4. Eley C. (2003). Smart Growth down under: taking steps towards sustainable settlements in New Zealand. Unpublished document cited in PHAC 2010 Healthy Places, Healthy Lives: Urban environments and well-being.
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RADCLIFFE ELECTRICAL (J. A. RUSSELL LTD, TRADING AS) SUBMISSION REGARDING DRAFT ACCESSIBLE CITY CHAPTER

1 February 2013

What are your overall comments on the accessible city draft chapter?

Radcliffe Electrical (JA Russell Ltd, trading us) is a privately owned business supplying electrical, data/communication, lighting and automation products for the electrical trade. We operate from 55 branches across New Zealand. One of our larger branches is located within the Christchurch Central City at 350 Tuam St.

Overall we are supportive of the aspirations and general principles that underpin the draft Accessible City chapter. We would also like to acknowledge and thank the CCDU, the NZ Transport Agency, Environment Canterbury, the Christchurch City Council and all other parties involved in the development of the draft Accessible City chapter for their considerable effort and hard work in producing the draft chapter.

Are there any proposals in the draft accessible city chapter that you particularly dislike?

Would it be better to leave Tuam St as a two way street?

We are not sure that it will be beneficial for the central city for Tuam St to be turned into a west to east one way street.

Considering the proposal to make Tuam St one way from the specific perspective of our branch at 350 Tuam St, we are concerned that it will have a negative impact on our business because customers coming from the east will need to drive significantly further to reach our branch (going first down Saint Asaph St as far as Madras St and then coming back up Tuam St.

We accept that the Stadium and Avon River Precinct "anchor" projects (if they proceed as currently proposed) make it impracticable to retain Lichfield St as the west to east one way street.

We understand that leaving Tuam St as two way and turning Saint Asaph St back into a two way street was considered. This would be consistent with the approach being proposed for Kilmore and Salisbury Streets, both of which will be turned back into two way streets. However this idea was rejected because of concerns about traffic congestion based on computer modeling work.

We are conscious that we are not privy to the significant amount of thinking and analysis that sits behind the decision to propose making Tuam St a one way street. However, we would like to ask the relevant parties to consider further whether it would be better to leave Tuam St as two way and do away with all east/west one way streets in the central city, bearing in mind the following points:

- Making Tuam St one way is likely to have a significant negative impact on the many businesses that are located on Tuam St as it will become more difficult to get to these businesses.

- Under the current proposal, the southern part of The Frame will be "sandwiched" between two one way streets both of which are classified as main distributor streets and therefore, we assume, are likely to have quite a bit of fast moving traffic on them. This may have a significant negative impact on the amenity value of the southern part of The Frame.
- Tuam St is identified in the draft chapter as a key bus route and access point into the bus interchange (page 13) and also a key cycling route (page 11). It appears to us that Tuam St's ability to serve these purposes would be enhanced if it was maintained as a two way street (for example inbound and outbound bus stops can then be close together).

If part of Tuam St is made one way, should it revert to being two way from east of Barbadoes St rather than from east of Fitzgerald Ave?

If, on balance, it is decided that Tuam St should be made one way, we think it might be better for Tuam St to revert to being two way from east of Barbadoes St rather than from east of Fitzgerald Ave. Barbadoes St is possibly a more natural end point to the one way section of Tuam St as it is the last of the north/south one way roads and the last block of Tuam St within the central city is likely to have significantly less utility as a main distributor street.

Leaving this last block of Tuam St within the central city two way would make access to the many small to medium sized businesses in the south-east fringe of the central city easier and might also make access to the proposed stadium easier. Intuitively, we feel that doing so would not have any material negative impact on the ability of people to use Tuam St as a means to exit the central city to the east.

Comments of proposes changes to parts of the District Plan

Proposed new Rule 2.4.14 in Part 13, Volume 3 regarding vehicle access to sites fronting more than one street

For sites fronting more than one street, we think the rule that says they can only be accessed by vehicles from the single most preferred frontage should not apply where both or one of the streets that the site fronts is a one way street. This is because, in such cases, the rule will prevent the establishment of a "drive through lane" from the one way street to the next block for the benefit of the site and the area generally (as it will reduce the number of cars on the road that are going round the block to get to the desired destination). For example, a site that bordered both a one way Tuam St and a one way Saint Asaph St could create a "drive through lane" that would enable the site to be easily accessed from both streets. Otherwise, if access was limited to, say, just Tuam St a person might need to drive several blocks further down Saint Asaph St before being able to get up onto and then back along Tuam St.

If the restriction to one access way is considered to be essential in the Inner Zone (such that it outweighs the benefits of the "drive through lane" option) than perhaps the rule should apply only to the Inner Zone and not the Outer Zone.

Proposed new Rule 2.4.15 in Part 13, Volume 3 regarding pedestrian safety

We are not sure if it is appropriate to apply the requirements set out in limb (b) of the proposed new rule to the Outer Zone because we think the the amount of pedestrian traffic in the outer zone will

be minimal and therefore the rule may impose an unnecessary burden on site owners/business operators in this area.

Our contact details

Michael Spooner

Withheld under section 9(2)(a)

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: :

Royal New Zealand Foundation of the Blind

P O Box 1696, Christchurch Mail Centre,

Christchurch 8140

SPOKES
canterbury cyclists association

Our vision: ***more people cycling, more often***

30 January 2013

RE: CCDU/CERA Accessible City

SUBMISSION FROM SPOKES CANTERBURY

Thank you for the opportunity to make this submission. Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members, affiliated with the national Cycling Advocates' Network (CAN). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area; Safe cycling for all ages and abilities.

We would like the opportunity to appear at any public hearing that is held to consider submissions on this project. We look forward to working with CCDU/CERA to develop and implement a 1,000 day programme, see submission below. Spokes has no doubt that working together we can seize the opportunities for "win-win" opportunities for CCDU/CERA and the community.

Should there be an officer's report or similar document(s) we would appreciate a copy(s).

If you require further information or there are matters requiring clarification, please contact our Submissions Convenor Dirk De Lu in the first instance. His contact details are:

Withheld under section 9(2)(a)

Spokes appreciates the efforts of staff at CCDU and CERA in producing this draft Accessible City Chapter for the Recovery Strategy. Working together we can build community.

C. S. Simpson

Dr Clare Simpson
Chair of Spokes Canterbury

Are there any proposals in the draft Accessible City chapter that you particularly like?
Spokes strongly supports:

- *Having priority streets for cycling, walking and public transport,* and would like to see them strengthened further within the central city network and beyond as outlined below. Having priority streets for active and passenger transport will make the journey through the central city pleasant and well suited to the development of an attractive outdoor street culture. Such streets will assist with Christchurch's economic recovery. Too much traffic is likely to hinder a healthy street scene.
- *The 30km an hour slow core.* This can improve safety and reduce noise levels in the City. It would be good to see this extended.
- *The idea of moving through motor traffic out of the Central area* to the four avenues and one way streets as required.
- *Having pedestrian and cycle routes along the Avon and through the Square and in the frame* is excellent. We need to ensure that they are well linked to walking and cycling networks and that adequate and consistent separation is provided.
- *Designing intersections along these key cycling routes to ensure priority and safety for cycling.* Please implement this across the one way streets and the Four Avenues.
- *The provision of cycle parking.* Thank you for secure parking at transport interchanges and super stops. Other public facilities such as the convention centre, library, museum, stadium, in the Square and businesses will also need adequate and quality cycle parking.
- The idea of the *one-way streets with separated cycle ways 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 in the next version of the plan.
- *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.

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

- The sentence in Paragraph 3 P 10, "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." For people to be encouraged to get out of their cars, cycle routes will have to engender the perception of safety and do so consistently. How will "other streets' be dealt with? Clarity here is important and can go a long ways towards building the confidence in the plan which will yield broad support. The lack of strong commitment to cycling infrastructure on even prioritised routes undermines faith in this plan.
- All prioritised cycle routes shown are shared with other modes for the bulk of their lengths. It is not clear if or how routes prioritised for multiple modes will be implemented and potential conflicts mitigated. Spokes looks forward to working with CERA/CCDU to produce world-leading solutions.
- Just how the prioritised cycle lanes are to get through Cathedral Square is unclear. Spokes does understand that the Square is to be open to cars serving hotels. These are both major concerns.
- The provisions for commuter cyclists are weak. With the only direct through route to east and west, Worcester Street, going through the Square cyclists will likely bog down in pedestrian and motorised traffic. The Colombo route, one of two north south routes suffers the same fate.

- Nine parking garages planned in the inner core and another seven nearby will not encourage or support transport mode shift. It also contradicts the plan text which calls for parking on the perimeter or outside of the core. With parking garages as indicated on the map congestion may well worsen and the vision of a pedestrian friendly city will be lost. Besides, ratepayers are already struggling without having to bear these costs on prime inner city sections. Limit the amount and time allowed for core parking to the disabled and quick stops.
- Anticipated future conditions require that the emphasis be on cycling and public transport. Provide inner city shuttles both for in town travel and from parking on the perimeter. Mode shift will also assist the region's resilience to oil price rises, international economic recession and decrease the region's carbon footprint.
- With Durham Street/Cambridge Terrace and Montreal all in the 'pedestrian friendly' inner core a 50 km/h speed limit is unwise. Having a 50 km/h limit in the inner core is also likely to confuse, or worse, encourage, drivers to exceed the 30 km/h limit found throughout the remainder of the core.
- Consult with people who cycle to develop the safe access paths on and across the four avenues

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

Provide excellent commuter cycling routes. The routes offered are inadequate and shared with other modes for the bulk of their lengths. They are likely to offer neither the inviting environment sought by the willing but hesitant new cyclists nor the reasonably unobstructed through routes required by those commuting by cycle. Mode choice, even recreational cycling is potentially illusory. Prioritising these routes early gets people on bikes onto the River path and into the central city. They will spread the word of our beautiful new city to others.

Make cycling linkages in and around the Central City work better: How key cycling routes will link up to cycling networks beyond the central city is needed. At the very least, the routes in the Central City need to link up easily to cycle routes that serve the suburbs.

Add to the map on page 11: existing and future key cycling routes including those around and through Hagley Park, the four avenues and the links to the wider cycle network.

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. Our suggested commuter routes will ease congestion in this pinch point.

Cycling infrastructure must be adequate for current and future needs. Whether its cycle lanes, cycle paths or shared paths adequate widths and room for expansion must be included. This applies to cycle parking too.

Put strong breaks into the Inner City Streets: The intention of the plan is to move through-traffic out to the one way streets or the Four Avenues. The slow core along with strong breaks, with through access for pedestrians and cyclists, on at least some inner city streets will accomplish this goal. Apply consistent minimum accessibility standards on all streets not specifically prioritised for cycling.

Add in neighbourhood greenways as a possible treatment for cycling in the City. Key cycling routes have been identified across the city. The Plan suggests that these could be a mix of treatments, from

separated cycle ways (separated from pedestrians as well) to just sharing with other traffic in the 30km/h zone. Please also take the opportunity taken to implement some neighbourhood greenway (see http://cyclingchristchurch.co.nz/general-a2b-by-bike/vancouver-neighbourhood-greenways/ for more detail) treatments too.

Provide more detail about where bike parking facilities will be (something similar to the detail provided for car parking, for example!). With business owners only to be encouraged to provide cycle parking this burden will fall onto the City. (Better yet apply the City Plan requirements for cycle parking as a minimum.) Spokes notes with some alarm that the obvious need for cycle parking at public facilities and key destinations is not clearly addressed. To encourage and support mode change a minimum of 20% of square metres required for car parking to be allocated for bicycles. This applies to parking garages which should also provide facilities such as showers, clothes drying, and 'locker' cycle parking. Please consult with Spokes and the community prior to adoption.

Specific Changes and Projects required to successfully enable mode choice:

- Prioritise construction of cycle infrastructure, the integrated comprehensive cycle network, to bring people into the new city and to the Avon Otakaro path. These 'pioneers' can spread the good news of the rebuild with others.
- 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. Please build appropriate infrastructure. The route located on the northern side of the Avon River will be popular with recreational cyclists and should remain.
- Be certain to provide regular connections to the south side of the Avon River Corridor for easy central city access. The river path must be well connected to the wider cycle network to allow recreational and casual cyclists easy access without having to drive or bus.
- Further south is probably the busiest cycle route in Christchurch along Armagh Street and through Hagley Park. Designate and provide infrastructure on Armagh St to make it an east-west cycling route.
- The proposed contra-flow cycle lane on Tuam Street unnecessarily congests pedestrians, cyclists, cars and buses 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 while providing safe, high amenity value cycling.
- Convert the eastern side of Madras to separate contra-flow 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. Similar crossing points will be needed throughout the city.
- Should the trams be reinstated please prioritise safe infrastructure for cyclists. An alternative to having trams in the central city is to modify the gauge on the trams and have them running to Lyttlelton. This provides a strong link from Christchurch to Lyttlelton and stimulates both economies. An attractive trip for cruise ship patrons.
- 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 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.
- Travel planning is wholly missing and an important congestion and mode choice tool.
- Education, promotion and enforcement will be required to facilitate travel mode choice succes.

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

Overall there are some very good points in this Accessible City Chapter Draft. As always the 'devil is in the detail'.

It is great to see provision for streets with a minimum of motor vehicle use. Auckland Transport has reported dramatic increases in trade on their pedestrianised streets. Significant economic and health benefits have also been realised overseas.

Overall, it would be good to see less emphasis on provision for private car use in the central city. 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 that meets people's real needs first. People have been asking for this consistently since Share an Idea.

Dedicated cycling infrastructure is important. Newer, younger and older cyclists will be encouraged by routes which are attractive, consistent, continuous and safe. Interrupted and indirect routes are undesirable.

With all modes using the slow core, with on street parking and queuing cars entering and exiting garages, road users are likely to find that a limit of 15-20 km/h is more realistic.

For infrastructure to be effective in relieving congestion it should not leave cyclists stuck in traffic with motorised vehicles. The very idea is to help people to see and understand that the cycle is the way around congestion. In this way mode change is encouraged.

Share an Idea (Sal)

Share an Idea (Sal) provided clear direction through its thousands of comments. It was a great first step for a collaborative community rebuilding effort. People prioritised a sustainable green city well prepared to meet the challenges of the 21st century.

Kevin McCloud has noted that international experience is that successful rebuild efforts are driven by "an inclusive design process which is not just about consultation, but which involves residents and key non-professional and cultural stakeholders in every step of the design process".

Share an Idea found overwhelming support for a car-free pedestrian friendly central city.

Share an Idea was very clear in asking for car parking on the periphery with smaller shuttles to get around on.

With 16 parking garages, on street parking, cars freely accessing all inner city streets, and 50 km/h one ways and on the 'outskirts' this is not even a car limiting plan.

Quoting Warwick Issacs "All this is about making the central city a great place to live, work, use and shop."

A pedestrianised core will not be inviting if there are too many cars navigating through milling pedestrians, cyclists and jockeying for on street parking adjacent to diners at café tables. Lower speeds and parking on the periphery will discourage all but those who must from intruding on a more humanised space. Screeching brakes and blaring horns are not conducive to shopping.

Share an Idea also found overwhelming support for high quality cycling infrastructure with separated or off road paths to get everywhere easily.

Household surveys in Christchurch have repeatedly found 30+% of non-cyclists would like to cycle but are intimidated by the lack of infrastructure and perceived lack of safety. Share an Idea clearly represented this pent up demand and unmet need from the community.

Share an Idea commenters sought to make the best from the quakes by seizing opportunities to build a city meeting current and future challenges. Too many opportunities offered by the rebuild are not being taken up. Creating true car free commercial areas is often depicted, but not often provided. Quality, inviting, direct and easy cycle commuting routes are not provided with Armagh and Salisbury Streets being excellent examples.

Moving Forward
We thank CERA/CCDU for your effort and would like to welcome you to join with the community to create a truly shared vision. One which moves past mid twentieth century car focused transport.

Spokes and the Christchurch community request to work with officials to create the community we want to live in. Please join us in *developing a **'1000-day Cycling Plan'*** that will see tangible and innovative changes in cycling provision and an increase in numbers within 3 years.

Some possible initiatives to bring about transport mode choice and change:

- Make the most of rebuild opportunities: Set and achieve the goal to make Christchurch one of the top five cycling cities in the world
- Work with Christchurch Transport Plan and community to improve and align cycle links
- Take up the opportunity to provide cycle commuter and recreation routes early on to pioneer central city revitalisation
- Make explicit that cycling infrastructure is a requirement in all projects

- Introduce 30km/h speed limits in all existing traffic-calmed neighbourhoods around the city (e.g. Addington, Papanui, Riccarton clusters), suburban shopping streets.

- Focus on "PPP" Infrastructure, "paint, planters, posts" to help provide separation for cycling quickly and easily (actually "parking" is another useful separator too). More permanent facilities can come later after the layout details have been fine-tuned and their success demonstrated.

- Implement a "quick wins" programme like that currently in Auckland, where anyone can suggest improvements to little pinch-points or missing links that make cycling just that little bit harder.

- Work with the community to make the city so attractive to pedestrians and cyclists that people will be happy to use bicycles and public transport to access it

- Encourage Riccarton Road traffic to Bealey and Moorhouse

- Expand cycle route signage to show people the existing cycle-friendly routes we already have

- Plan for education, promotions and enforcement to help us all adapt to new modes and good road manners. Ciclovias and Car Free Sundays are just some possibilities

Many New Zealanders who have been overseas have seen just how inviting and practical cycling can be. This is the vision from Share an Idea not realised by this draft plan. Christchurch has paid dearly for this opportunity to implement world leading transport infrastructure. The community, current and would be cyclists, and international experience can offer much insight. Working together with transport planners we can contribute 21st century transport solutions and set world best practice standards.

If we don't get this right Christchurch will lose many of its best and brightest. A high rent central city with high cost transport congestion is not an attraction. Those who can, and those who must, will vote with their feet.

Withheld under section 9(2)(a)

From: Dirk De Lu Withheld under section 9(2)(a)
Sent: Monday, 4 February 2013 4:25 p.m.
To: transport (CCDU)
Subject: Addendum to Spokes Canterbury Submission

SPOKES
canterbury cyclists association

Our vision: ***more people cycling, more often***

4 February 2013

RE: CCDU/CERA Accessible City

Addendum to SUBMISSION FROM SPOKES CANTERBURY

Spokes Canterbury submits in favour of the submission from Jill Bradley calling for one way streets to be dropped and two way streets to be retained and expanded. Jill's submission is well presented, documented, and supported. The Christchurch Community has an opportunity to make the changes which will allow us to benefit from world class research and real world experience. It will be a tragedy and failure if we are unable to listen to the wisdom of the local and worldwide communites.

Thank you

Submission on

CHRISTCHURCH CENTRAL RECOVERY PLAN
AN ACCESSIBLE CITY
HE TAONE WATEA

from:

Sustainable Otautahi Christchurch Inc.

PO Box 2216
Christchurch 8140

January 2013.

www.soc.org.nz
PO Box 2216
Christchurch
info@soc.org.nz

sustainable
otautahi christchurch

Our logo reminds us of our vision of people / families / generations in a pleasant and sustainable environment.

Introducing SUSTAINABLE OTAUTAHI – CHRISTCHURCH (SOC)

Sustainable Otautahi – Christchurch (SOC) is an incorporated membership organisation that deliberately takes a long-term view of the future and recognises the capacity of natural systems to supply the needs and wants of human-kind. SOC's registered charitable aim, which recognises Te Tiriti o Waitangi/The Treaty of Waitangi as a foundation, is to actively contribute to opportunities and means for achievement of long term **strong sustainability.** SOC has the vision of Christchurch people "living and demonstrating sustainability in all that they do."

The Vision of a Strongly Sustainable New Zealand:

1
New Zealand limits emissions into the atmosphere, discharges into waterways and the ocean, and chemicals into soil, to levels within the assimilative capacities of the relevant ecosystems.

2
New Zealand regenerates and grows natural and social capital to sustain the health and resilience of its people and their institutions, and the whole of nature.

3
New Zealand substitutes renewable resources for non-renewable resources wherever feasible, and uses these as efficiently as possible. Non-renewable material resources are stewarded within closed cycles that maintain their quality, and non-renewable energy resources are used at a rate that is no greater than the rate of investment in their replacement by renewable energy sources.

4
New Zealanders are broadly and deeply eco-literate and have a strong human-Earth relationship. Through education, they know that people are part of nature and ecosystems and understand that what they do to nature they do to themselves.

For more information on Strong Sustainability, see http://nz.phase2.org/

In general Sustainable Otautahi – Christchurch (SOC) will support those policies, plans, ideas and initiatives which move in the direction outlined above and oppose those that move in the opposite direction.

General Comment

Sustainable Otautahi – Christchurch (SOC) thanks CERA for providing this opportunity for public submissions and we would like to request the right to be heard in support of our submission should verbal submissions also be taken.

There is much to applaud in the current draft, especially the stated emphasis on public transport and active transport, and the use of ideas that were highlighted in the "Share an Idea" process. Unfortunately, these positives are diminished by a series of suggestions that show unwillingness on the part of CERA to look to the future by moving away from private motor vehicles as the dominant transport form.

Sustainable Otautahi – Christchurch (SOC) acknowledges the work of its members, supporters and other organisational submitters to this draft, most noteably Spokes, Living Streets and the Public Health Association.

Proposals in the draft that we particularly like.

- Having priority streets for cycling, walking and public transport.
- The 30km an hour slow core.
- Pedestrian paths along the Avon.
- Improved way-finding signage.
- Encouraging through traffic to the four avenues.
- Designing intersections to ensure priority and safety for cycling.
- Cycle parking at bus exchange & super stops.
- One-way streets with separated cycleways on both sides.
- Improved way-finding signage.
- Reduced on-street parking.
- Smaller parking buildings

Proposals in the draft that we particularly dislike.

- The draft fails to take the opportunity to move away from private vehicles as the dominant transport form.
- Excessive provision of car-parking buildings.
- Car parking provision to "match demand".
- Car parking buildings should be sited beyond the central core.

Other proposals we would like to see included.

- We would like to see genuine, forward-looking leadership to help make Christchurch into a city that can proudly showcase sustainable transport options to the world. That will require taking steps to specifically discourage car use, and encourage active / public transport.
- Walking-priority streets should be car-free.
- Cycle lanes should be the standard on any road that must carry vehicular traffic, rather than the special provision in the "cycle-priority" streets.
- 30kmh is still too fast for many people in many circumstances. It is fast enough to detract from the city-experience that people have asked for. The slow-core should be slower.
- The slow core / reduced on-street parking area should be expanded to include CPIT and the proposed sporting facilities.
- Intersections should be timed such that pedestrians are given clear priority over vehicular transport. (E.g. the Barnes' Dance).
- With the few remaining parking buildings relegated to the periphery of the city centre, shuttles could be provided as a way to assist those who are unable to walk.
- The plan should make clear the links with the active / public transport networks in the remainder of the city. The artificial limits of the "Central City" are particularly unhelpful in this regard.
- Active / public transport options need to be available early in the redevelopment of the Central City so that positive habits are formed as people return.

- Armargh St needs to be a cycle-priority route to meet the needs of those who cycle through the park.
- Paths on the banks of the Avon / Otakaro will need to segregate cyclists from walkers and other recreational users.
- Some of the cycle routes will need to give higher priority to cycles – routes they do not have to share with either cars or pedestrians.
- Lockable, weather protected cycle parks are a necessity.
- Specific consideration is needed for those with physical or sensory disability, those in wheelchairs, and those pushing buggies.
- A clear distinction between the routes for cross-city traffic and inner city traffic – whether cycling or in vehicles. Cross-city traffic should not need to enter the space bounded by the Four Avenues.
- Removal of the through traffic provision on Durham and Montreal as these have the effect of bisecting the central city and so reducing accessibility.

Once again Sustainable Otautahi – Christchurch thanks CERA for the opportunity to comment on the current draft and looks forward to seeing the development of this document.

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An Accessible City
He Taone Wātea

CERA Canterbury Earthquake Recovery Authority

Christchurch Central Development Unit

30 [illegible]

BY: [illegible]

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.ccdu.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?

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 their 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?

We particularly like -
- the slowing of speeds in the Inner Speed Zone to 30 km in the Slow Core,
- 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?

We do not like -
- 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 won't provide for people on bikes and the limited public transport opportunities on this side with no east/west bus connection and the likely continuation of the residential streets of the ICE area being choked by on-street commuter parking, and
- the lack of emphasis given to people with hearing or visual impairments

An Accessible City
He Taone Wātea

CERA Canterbury Earthquake Recovery Authority

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 on enabling 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

P.T.O →

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.ccdu.govt.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 Ware Rūnanga Trust
Postal Address:	PO Box 32-129 Linwood Christchurch
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.ccdu.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.

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.

— 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 to encourage greater cycling use.

Full Name: Rex Verity

Organisation (if applicable):
The VIVA! Project, a local organization of approximately 300 people passionate about living in central Christchurch in sustainable urban villages

Postal Address:

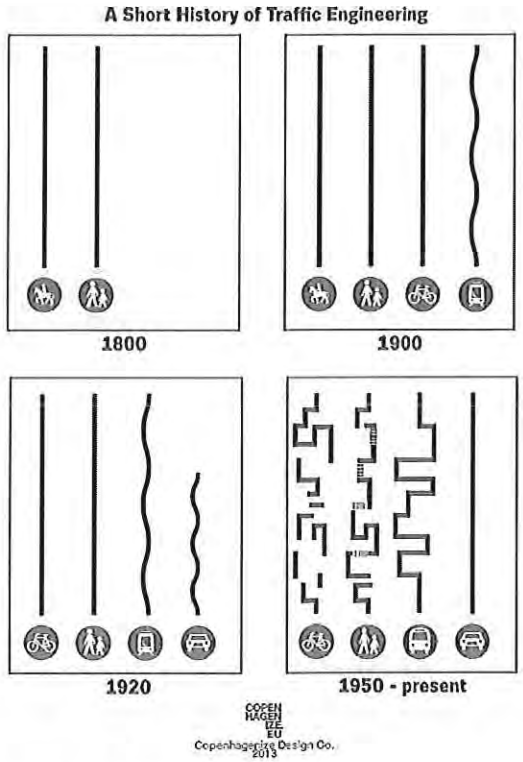
Withheld under section 9(2)(a)

Withheld under section 9(2)(a)

Email:

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

We wish to thank the CERA/CCDU staff for their work and for the opportunity given to us to contribute to the planning process.



Christchurch 2013 – future?

We have a dearly paid for and wonderful opportunity to prioritize the needs of people and their environment ahead of the movement of motor vehicles through our central city.

The 21st Century presents new circumstances and new challenges. Not only must the people of Christchurch repair and rebuild the city, they must, along with most people world-wide, alter habits and patterns of being to live in ways that do not further degrade the natural world's capacity to sustain life. In short, we must build back better.

The rebuild and functioning of Central Christchurch must provide an infrastructure that supports such a changed way of living at the same time as it meet the needs and desires of the people who want to live there, those who want to work or operate businesses there and the population of wider Christchurch that wants the cultural and specialist retail and commercial services and the entertainment and excitement that only a vibrant city centre can provide.

A key part of this infrastructure is transport. This draft plan, An Accessible City, contains some tentative steps in this direction but fails to grasp the nettle of what is required to achieve these goals. Grasping the nettle means encouraging slow movement

within the central city to enhance street life, street culture, which will attract more people and advantaging local businesses. The transport priorities must be walking, public transport (including, especially, the return of an enhanced shuttle service) and cycling. The hazard, noise and pollution of traffic must be minimized through active discouragement of other vehicles, especially private cars, entering the core or transiting through the surrounding inner city.

The public's response to the Share an Idea consultation was very clear in asking for a sustainable green city with good active and public transport, a car-free pedestrian-centred bicycle-friendly central city where people would want to live, play, shop, a city we can afford now and in the future. The Blueprint for the central city and this transport plan have not lived up to that vision request yet. The City Council's Transport Strategic Plan does a better job of reflecting the public's wishes and the CERA/CCDU recovery plan should help to implement it instead of seemingly ignoring it.

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 that meets people's real needs first.

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

- Discouraging through traffic from using the local distributor roads. (This needs to be enhanced and extended.)
- The slow core, which will improve safety, reduce noise levels and make the streets more pleasant places to be. (The slow core also needs to be enhanced and extended.)
- Priority streets for cycling, walking and public transport. (This provision also needs to be strengthened.) Having priority streets for active and passenger transport will make the journey through the central city pleasant and safe while providing streets well suited to outdoor café facilities and the development of an attractive street culture. Such streets will assist with Christchurch's economic recovery. Too much vehicular traffic will kill the possibility of pleasant and vibrant street life.
- Pedestrian and cycling paths along the Avon and the South and East Frames.
- Intersections along these key cycling routes designed to ensure priority and safety for cycling.
- Separated cycle ways on both sides of the road.
- Cycle parking at the bus exchange and "super stops". (The Square, businesses and public facilities such as the convention centre, library, museum and stadium will also need adequate and quality cycle parking.)
- Improved way-finding signage.

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

- The plan's timid acceptance of the rhetoric that car dependence is and will remain the dominant transport mode. This is a position that is not based in evidence – where alternatives are provided they are used.
- The retention of the one-way streets, especially Madras, Barbadoes, Tuam and St Asaph which are only one or two blocks from Fitzgerald or Moorhouse Avenues, but also Durham street adjacent to the river which will lower the amenity of the river spaces.
- The creation of very difficult and complicated access and exit scenarios for the bus exchange and the emergency response vehicles in the justice precinct due to the one way system along Tuam and St Asaph.
- Allowing vehicles other than public transport to transit through the central city from one side to another via Manchester, Madras and Hereford Streets.
- Having a 30km/h speed limit in the core (the zone inside Kilmore, Durham/Cambridge, St Asaph and Madras). Car drivers will attempt to drive at closer to 38km/h. Because this is the priority zone for people walking, cycling and "footpath life" the speed limit in this core zone should be 15km/h. A young or elderly cyclist could be comfortable with cars and buses travelling at no more than that speed, even where there is no physical separation of modes, although that separation is far preferred. The presence of many more bicycles and pedestrians on the streets (a consequence of the lower speed limit) will more effectively keep drivers within that limit.
- Retaining any 50km/h streets east of Hagley Park within the Four Avenues, especially those passing residential, retail and cultural activities (i.e. especially Madras St.). Having any 50 km/h limit in the inner core is likely to confuse, or worse, encourage, drivers to exceed the 30 km/h limit found throughout the remainder of the core. This area, surrounding a 15km/h inner core, should all have a 30km/h limit.

- Having vehicles slicing through the middle of the Innovation Precinct.
- The emphasis on inner city car parking. Some individuals may think it desirable to always have a parking building within 5 minutes' walk but this will guarantee a horrendous car-dominated city. Six parking garages planned in the inner core will not encourage or support transport mode shift. It also contradicts the plan text that "parking will be located either on the perimeter of or outside the Core". With parking garages as indicated on the map congestion may well worsen and the vision of a pedestrian friendly city will be lost. Besides, ratepayers are already struggling without having to bear these costs on prime inner city sections. Limit the amount and time allowed for parking in the Core to the disabled, quick stops and taxis.
- The lack of strong commitment to pedestrian and cycling infrastructure on even prioritised routes. For example, the sentence in Para. 3, p.10, "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." For people to be encouraged to get out of their cars cycle routes will have to engender the perception of safety and do so consistently. And elsewhere, "developers will be encouraged to provide cycle parking".
- The lack of explanation of how routes prioritised for multiple modes will work.
- 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.
- Appendix 9, p42. This manoeuvre could only be achieved by carrying the bike and doing a snappy military right turn.
- The lack of community involvement in drafting, implementing and monitoring this plan.

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

- Strongly prioritize pedestrians and cycling, and strongly discourage through-traffic and move it out to the Four Avenues, by putting strong breaks into the inner city streets and having a 15km/h inner core (the zone inside Kilmore, Durham/Cambridge, Tuam and Madras) and a 30km/h limit everywhere else east of Hagley Park inside the Four Avenues. Have through-access for pedestrians and, on at least some streets, for cyclists and public transport. Delivery vehicles should be encouraged, and in some areas required, to enter only outside of peak people hours.
- Encourage cars to the Four Avenues and improve the avenues' vehicle capacity and flow by closing some cross intersections and providing only 'left in/left out" side roads.
- Limit parking in the core to disabled, short stops (5 minutes) and taxis. The Transport Interchange, the retail and hospitality zones, the Convention Centre and the Performing Arts precinct do not need any more provision for parking than this. The exception is accommodation businesses in the zone, which could provide in-building parking for their guests only. The aim is to discourage vehicles from the area and support a shift in transport mode.
- Consider shared /mutualised car-parking for business during the day, residents after hours and weekends – under new buildings
- Provide frequent inner city shuttles both for in-town travel and from parking on the perimeter.
- In addition to changing to a 30km/h speed limit, further calm / slow Tuam, St Asaph, Madras and Barbadoes Streets by making them two-way. Vehicles travelling across town have a multi-lane avenue only one or two blocks away. Madras St particularly needs this treatment, as it transects CPIT, and abuts the Innovation Precinct, the Stadium, the demonstration urban village , the East Frame and its all-ages playground and, near CPIT, cafes, food and retail outlets patronized heavily by pedestrians. If Madras, Tuam and St Asaph remain heavily used and 50km/h, access to the South and East Frame will be unnecessarily difficult, dangerous and unpleasant, as will being in the Frames anywhere close to those streets – instead of being an attractive well used place for recreation, the green frame will be as little used as Adelaide's.
- Provide a mid-block pedestrian crossing on Madras between Moorhouse and St. Asaph to safely provide for pedestrian access to shopping and eateries. These will also be needed at other key points on other streets.
- Where Tuam St passes through the middle of the large "EPIC Stage II" campus make it pedestrian and cycling only. Buses going to and from Phillipstown and beyond would travel via St Asaph St.
- The demonstration urban village, a medium-high density housing development, will be constructed at Gloucester/Madras/Armagh Streets and needs surrounding streets that are safe and friendly for children and the elderly and that allows easy access to the Frame and the city beyond. Put a Compulsory Stop on Gloucester St at the north-east corner of Latimer Square, close Gloucester St through the Frame, and put Stops or pedestrian-priority lights on a pedestrian crossing on Madras in the block between Gloucester and Armagh. Apply this thinking to all similar high-density residential developments inside the Four Avenues.
- Acknowledge and provide for the children and the 30+% of non-cyclists who would like to cycle but do not out of concern for their safety.

- Provide multiple direct and unobstructed routes and separated or off-road paths to enable people to commute and get everywhere easily by bicycle. The routes offered are inadequate and shared with other modes for the bulk of their lengths. They are likely to offer neither the inviting environment sought by the willing but hesitant new cyclists nor the reasonably unobstructed through routes required by those commuting by cycle. Prioritising these routes early gets people on bikes and into the central city.
- Include separated cycling and pedestrian paths on the south as well as the north side of the Avon.
- Make cycling routes in and around the Central City link up easily to each other and to the cycle routes that serve the suburbs.
- Provide cycle parking which is secure, sheltered, frequent, plentiful and well located.
- Make walking within the core and towards the core an exciting journey of meeting, greeting and general discovery of our city through art, views to Port Hills and River Avon – allow people to rediscover their city with walking connections that break the grid and run independent of the roading geometry.
- Create a permeable east frame that aids walking into the core as well as providing interesting recreational routes within.
- Christchurch is suited to bus-based mass rapid transit (not to light rail as it has too small a population and population density and a dispersed radial settlement pattern) and now is the time to make provision for future dedicated bus-ways. The exception could be the re-introduction of a tram/trolley/light rail to Sumner/Scarborough.
- Make provision for commuter rail from Sumner, Lyttelton, and the main trunk rail line north and south. Because the current railway station is now distant from the central city a new commuter station will need to be established, probably close to Moorhouse Avenue and Colombo St, but maybe, if necessary, west of Hagley Park. Busy railway stations add significant buzz and vitality to a city, and having this out in a suburb would be just plain weird!
- Continue the widening of m\Manchester Street all the way to Moorhouse Avenue to future proof for potential rail-bus connection.
- Again beyond the confines of the central city, make provision for an 'innovation corridor' from the innovation precinct and CPIT, via several high-tech companies around Birmingham Drive, via the University of Canterbury right out to the new Tait Campus, an actual physical link (smart shuttle bus, cycle lane, walk way) This is commonly done in forward-looking cities (e.g. in Silicon Valley).
- Should the trams be reinstated please prioritise safe infrastructure for cyclists. An alternative to having trams in the central city is to modify the gauge on the trams and have them running to Lyttelton, an attractive trip for cruise ship patrons. This provides a strong link from Christchurch to Lyttelton and stimulates both economies.

Many New Zealanders who have been overseas have seen just how inviting and practical pedestrian and cycling-focussed cities can be. A high rent central city with high cost transport congestion will repel many of Christchurch's best and brightest and not attract their like. Cities with good public transport and active transportation systems have higher regional GDPs than congested car-focused cities. There is a high economic cost to being boring.

Too many opportunities offered by the rebuild are not being taken up. Creating true car-free commercial areas is often depicted, but not often provided. Christchurch has paid dearly for this opportunity to implement world-leading transport infrastructure. The community and international experience can offer much insight to assist our transport planners. Let's use this rebuild opportunity and proactively assist the community to achieve its Share an Idea wishes to shift to sustainable, healthier, active transport options.

The earthquake has rearranged routes and forced us to reconsider our travel behaviour. It is therefore critical to keep this momentum moving forward not backwards. Going back to the old model of most efficient vehicular movement is not looking forward. A big and bold decision can and should be made to change the way we plan our circulation patterns with not just a focus on people but a restriction on cars – make them inefficient!!

The public's response to the Share an Idea consultation was very clear in asking for a sustainable green city with good active and public transport, a car-free pedestrian-centred bicycle-friendly central city. Now is the time to deliver on that vision!

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

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 signifieant 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 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 able 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 tram (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 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 alterative 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

Submission on the CERA/CCDU Accessible City Chapter

from the Victoria Neighbourhood Association Inc

Withheld under section 9(2)(a)

Withheld under section 9(2)(a)

31 January, 2013

The Victoria Neighbourhood Association Inc (VNA) has been operating since 1985 and represents the interests of residents in the area within Bealey Ave, Park Tce, Salisbury St and Colombo St. The VNA has about 90 members and this submission results from two meetings and a round of email consultation.

The Accessible City draft has many promising elements. We support its emphasis on a diversity of transport modes, and the promise to support walking and cycling. This is consistent with the views expresssed by VNA members as inner city residents and shoppers in submissions on various plans over the years, and also aligns with the views of Christchurch residents city-wide through Share an Idea.

We have comments for improvements in five main areas, mostly related to providing more specifics to actually implement the walking and cycling emphasis.

1. Removing or slowing the Montreal-Durham one way pair.

Accessible City proposes to convert the Kilmore-Salisbury one-way pair to two-way operation, but retain the Montreal-Durham pair as one-way. We suggest that Montreal-Durham should either also revert to normal two-way streets, or be slowed to lower than 50 km/h. This is because those two one-way streets in particular run through the heart of the central city, where the impacts are most pronounced. Removing or slowing the Montreal-Durham pair provides some clear benefits for the rejuvenation of the central city. Keeping the Madras-Barbadoes and Tuam-St Asaph pairs would be sufficient for cross-city movement (this, rather than accessing the city itself, has always been the main benefit of the one-way streets).

Our members are divided on whether making Montreal-Durham two-way, or merely on a slower speed limit, would be better. The case for making them two-way is that, while the one-way streets generally are all useful for through traffic, the Montreal-Durham pair has the worst effect on the central city. Hence, they work contrary to other stated aims of the Recovery Plan (Blueprint) and this transport plan. Montreal and Durham cut right through the centre of the new, smaller, supposedly more people-friendly central city. Durham St puts heavy traffic volumes along the riverbank (literally, Cambridge Terrace) from Gloucester St to Lichfield St. This makes an awful edge for the most central part of the proposed new Avon River Park (which we strongly support) by creating noise, and fumes along its western edge and making crossing to/from the River Park difficult on that western side. 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. Also in the draft plan, Montreal and Durham are, with Tuam, the only streets within the core central city not to be on a 30 km/h limit (see next point). Having fast moving traffic on these one-way streets greatly blunts the positive effect of slow speeds, which we support.

Removing Montreal and Durham would leave one pair each way for east-west (Tuam-St Asaph) and north-south (Madras-Barbadoes), which should be sufficient for cross-town traffic, while not encouraging cross-town traffic to pass through the central city rather than around it.

The alternative way of minimising the impact of Montreal-Durham is slower speeds, as outlined in the next section.

2. Slower traffic speeds

The draft plan suggests a 30 km/h limit in the central city (inside Kilmore-Madras-Tuam and the Park). We strongly support this proposal but think it does not go far enough. The whole central city would be much more pleasant, quieter and more pedestrian-friendly if all streets (including residential ones) had a slower speed limit. The only exceptions where 50 km/h would be arguably still useful (and almost the only places where such a speed is achievable during the day) are the southern and eastern one-way pairs (Tuam-St Asaph and Madras-Barbadoes).

All the other streets within the Four Aves are either shopping streets (such as the inner core, northern Colombo St and Victoria St) where we should prioritise vehicle access (to park and shop) and pedestrian-friendliness, or residential streets (nearly all the streets in the northern and western blocks currently proposed for 50 km/h) where again access to, rather than passing through, is the priority.

Exactly how much less than 50 km/h the speed limits should be was the subject of some debate within our group. We discussed two possible options:
(A) all streets within the Four Avenues, except Tuam, St Asaph, Madras and Barbadoes, be limited to 30 km/h.
(B) the central core be 30 km/h as proposed in the Transport Plan, and everything outside that within the Four Aves (except Tuam, St Asaph, Madras and Barbadoes) be 40 km/h.

Either of these would make the central city a more pleasant place to visit or live in, and would have advantages in terms of presenting a consistent "people first" message.

If Montreal and Durham Sts did not revert to two-way (cf above), they clearly should match the speed limits of the central city areas they pass through (30 km/h or 40 km/h or a mixture of both), especially through the central shopping area. While at first it might seem odd to limit two of the one-way streets to less than 50 km/h, there are several reasons for doing so. Firstly, the benefits of lower noise and hazard can be achieved on "green wave" one-way streets without much impact on travel times across the central city. The key benefit of the one-way system is not having to stop, rather than reaching a high maximum speed, so even at 30 or 40 km/h with a green wave traffic will move efficiently across the city. The increased travel time under this proposal from Moorhouse to Bealey would be measured in seconds, not minutes. Secondly, the one-way system is one of the few places that any desired maxium speed can be comfortably enforced by the timing of the "green wave". If the wave propagates at 40 km/h, cars cannot go faster than that. So we argue that if Montreal and Durham are retained as one-way, they could be much more compatible with the rejuvenated central city at a lower maximum speed.

3. Cycling: making concrete benefits with well placed through routes

The draft plan says it wants to promote cycling, and we support this strongly. However, the draft does too little to achieve this. Few separated paths etc are proposed, and most of the so-called "cycling" streets marked on page 11 are not compatible with being attractive cycling routes. Most

are either also marked as one-way streets (Tuam), have bus routes (Tuam, Colombo, Victoria, Ferry) and/or high car volumes (Colombo, Victoria, Ferry). In fact, the only cycling routes marked which really seem like they will be attractive for cycling is the pre-existing one along Park Terrace and the new route meandering along the Avon River park. Unfortunately, the Avon River route will be too circuitous to be attractive to commuters or those coming from outside the central city – particularly unless this river route has underpasses or priority traffic lights to get across all the main roads carrying bus and car traffic without having to stop at every cross street.

What is needed is a serious list of useful cycle streets that are given over to "active transport" (cycling and walking), either using separated paths, or traffic calming (eg slower speed limits, speed humps, restricting through motor traffic). Fortunately, there are a number of streets which are not assigned to important use for any other transport mode . But oddly they are still not identified as possible priority cycling/walking routes (eg Salisbury or Peterborough, Armagh). They should be.

Therefore we recommend that you identify a network of specific paths for cycling, i.e. roads that will include either separated paths or quiet traffic-calmed through streets. We need two or three proper east-west cycle routes, and these should link up to the cycle paths coming through Hagley Park. One should be along Salisbury St (newly two-way), which links to/from the excellent footbridge into Hagley Park opposite the end of Salisbury St. Peterborough St would be an alternative here but Salisbury would be much better and is already proposed to be freed of one-way traffic. A second east-west route should certainly be along Armagh St which is the most important cycle entrance/exit to the many heavily used Hagley Park cycle paths. A third east-west route needs to be aligned with the Riccarton Avenue/hospital area paths into and out of Hagley Park; in fact Tuam St currently serves this need, but is about to be rendered most unsuitable by becoming one-way. That means that Oxford Tce feeding into Lichfield St is the obvious cycle/walking route here, and should be so identified and given treatment on the street to allocate grade-separated space for cycles. The other alternative is an off-road path through the middle of the Southern Frame, but that could be more difficult given the number of buildings likely to be needed in that Frame.

North-south cycle routes are somewhat better catered for in the draft plan, with Antigua St – Rolleston Ave – Park Tce, Colombo St, and the Eastern Frame marked. Antigua-Rolleston-Park already has some separated paths, but will need attention to improve the flow along these (there are pinch points at the Antigua St footbridge and outside the Museum, and there is poor access across Bealey Ave at Carlton Corner). The Eastern Frame is still just an idea, but presumably will have the opportunity to create good separated paths; here the vital need will be to get good links across intersections where roads cross the frame, and also on and off the north and south ends. Colombo St is much more problematic, as the ends (south of Tuam and north of Salisbury) are allocated to bus routes, which is incompatible with attracting less determined cyclists, one of the (laudable) stated aims. Unless the buses could be moved off Colombo, this street does not provide a good north-south cycle route and an alternative has to be found. The obvious alternative is Durham St, if it reverts to two-way. In fact Durham St would make and excellent north-south cycle priority route as it passes along the riverbank and past the Provincial Chambers, all locations where the quietness of cycles would enhance the local environment just as the draft plan intends.

4. Walking: need more lanes mid-block

We strongly support better treatment for pedestrians; this is the major way that our residents get to the shops and attractions in town, and is also the major way that those who drive to town actually get around it. However the draft plan fails to provide some much-needed facilities that would really help encourage walking. In fact, all it does that is new, is identify paths along the Avon River and through the Southern and Eastern Frames. While good, these cover only a tiny part of the central city.

The City Council Central City plan stressed the importance of lanes and alleyways to cut through large blocks. That would help a lot, and should be explicitly included here. These should be used wherever possible to provide walking paths that do not run along the side of major traffic streets (such as Colombo St South, identified in the draft plan, while also being a bus and major traffic street). Ideally, the plan should identify walking routes that cut through the middle of blocks, not along the edges of them. Normally asking for such a series of paths would be hopelessly impractical, but since most of the central city has just been knocked down we have a one-time-only chance to put a series of attractive lanes and alleyways through all the large blocks in town.

5. Bring back the yellow Shuttle bus right away.

VNA members used to be heavy users of the free yellow central city shuttle bus, which was a brilliant service. It was especially handy for us, and also for tourists staying at motels and backpackers near Bealey Ave, to get to the supermarkets along Moorhouse Avenue. We think this shuttle should be reinstated immediately.

The Shuttle buses could be used in a circular route around the edge of the Red Zone cordon, with the route closing in as the cordon is opened up. At present the detours required by the cordon make walking more difficult, so the Shuttle would be a big help, and having it go past the door would no doubt boost custom at businesses as they open up around the edges of the cordon. Then we could have a big celebration on the Shuttle on the day the last of the cordon is finally removed, by driving the Shuttle round and round in the Square, proving it no longer needs to make the big detour!

Thank you for this opportunity to comment and we hope that you will be able to implement these suggestions.

Dave Kelly
secretary, VNA Inc.
Withheld under section 9(2)(a)

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.

The Wood Scenic Line Ltd, PO Box 872, Christchurch 8140, New Zealand P: +64 3 366 7830 F: +64 3 366 6013 info@welcomeaboard.com
www.welcomeaboard.co.nz

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