



RE: ECan Regional Land Transport Strategy

SUBMISSION FROM SPOKES CANTERBURY

Thank you for the opportunity to make this submission. Spokes Canterbury is a cycling advocacy group with approximately 1,500 members that is 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.

We would like the opportunity to appear at any hearing that is held to consider submissions on this draft annual Plan. 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:

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Keith Turner

Chairperson, Spokes Canterbury

Introduction

Spokes extends our thanks to all those who put this Regional Land Transport Strategy (RLTS) together. Sincere appreciation is expressed to those who struggled to bring Canterbury a document based on both likely near term future realities and the preferences, and needs, of many Cantabrians.

This draft acknowledges that the private motor vehicle is the dominant mode and that the roading system in support of it is the main transport network. That it should still be so over the 30 year life of this plan is highly debatable. Cost benefit analysis must compare roading projects with well developed active

transport (AT) projects while including health, environment, community and local economic impacts to be credible.¹

Canterbury's Transport 'Future'

This is not so much a 'vision' document as one which continues Business as Usual. In the short term this may be fair, given central government's fixation on roading. It is appreciated that this draft calls for work to encourage central government to fund other transport modes.

It is unfortunate that the dominant vision is clearly road oriented. Quoting "Region Wide transport modes: Private motor vehicles will be the dominant mode over the 30 year term of this RLTS as the infrastructure is in place and they are convenient and comfortable." Clearly, the past is our future. That this can not work is acknowledged in the text on oil price increases and the goals of resiliency and adaptability.

It is difficult to see how this orientation fits in with the stated emphasis and funding indications. "To achieve the objectives of this strategy, the transport system in Canterbury must provide people with accessible, affordable transport that is reliable and safe. It must also be resilient and adaptive to change with the minimum impact on their social, economic and environmental well being."

The stated vision of this draft is not economically or effectively

¹ Local Government New Zealand analysis of GPS page 18-19 (PDF pagination)

"This is because such an approach is guilty of looking at one part of the network in isolation. It forgets that while a significant proportion of these journeys are undertaken on state highways, the first and last kilometres are always travelled on local roads. Even more importantly, it **fails to recognise the benefits provided by other modes including passenger transport, walking and cycling for private travel**, and the role of rail and coastal shipping in relation to freight. Encouraging the use of other modes can fulfil jointly-desired productivity benefits by providing benefits to both road users and non-road users. Investing in one part of the network in isolation will simply create problems in other areas."

From:

http://www.lgnz.co.nz/library/files/store_025/Submission_regarding_Government_Policy_Statement_on_Land_Transport_Funding_2012_22.pdf

supported by an emphasis on car based options or even public transport. Active Transport is widely recognized as the most cost effective means to reduce congestion while offering a myriad of other benefits. Active Transport actually achieves the stated vision and does so at far lower cost.

“• Ensure a resilient, environmentally sustainable and integrated transport system

- Increase transport safety for all users
- Protect and promote public health
- Assist economic development
- Improve levels of accessibility for all”

Intense roading projects are given as the focus in the short term. The first priority for the middle term is to maintain the existing infrastructure with active transport (AT) receiving some attention, but little actual commitment. In the long term, AT is simply listed as one of several mechanisms for reducing greenhouse emissions.

Cycling is poorly supported. Based on details from the plan cycling is to receive approximately \$2 million short term, \$12 million medium and \$10.4 million in the long term. This will not be sufficient to achieve even limited AT goals. With major roading projects a major focus it is relevant to consider that the active transport elements of the current southern motorway extension are nearly \$15 million. Spokes asks that the final plan mandate that all roading projects include and fund walking and cycling elements as integral and required.

A Role for ECan to Promote actual Transport Change

In submitting to ECan Spokes has been regularly reminded that ECan must work within central government policy. Further ECan must work with the Territorial Local Authorities (TLA's) and can only attempt to influence their actions. Spokes has responded that ECan must 'institutionalize' policy by hiring,

cultivating and empowering professional staff willing to champion international best practice transport policy.

Limited emphasis on Active Transport in the RLTS will not make walking and cycling a natural choice. If any of the more progressive elements of this plan are to be realized ECan has few options other than to embrace and advocate for them.

ECan must provide TLA's with the resources and rationale to prepare Canterbury for a future with far higher energy costs and to allow true transport choice.

With ECan staff providing much of the 'grunt work' to enable TLA's to easily implement best practices entrenched approaches may yield to the demands of current and future conditions.

Required Changes and Additions

Spokes inevitably finds itself responding. ECan 'sets the standard' by preparing the draft. What follows are some of the basics which are missing.

The final RLTS must be redrafted to prioritise and deliver

Transport options which:

- Are sustainable and viable in the face of increased & volatile energy costs;
- Support genuine transport mode choices;
- Are resilient in the face of natural disaster;
- Allow local transport spending to better benefit the local economy;
- Reduce pollution ;
- Improve public health by encouraging regular exercise.

A plan which develops and implements:

- comprehensive cost benefit, value for money, analysis

including health, safety, transport choice, sustainability, pollution, local economic impact, be applied to all transport projects and their well developed AT alternatives;

- education, promotion and enforcement programmes in support of AT;
- Travel Demand Management.

A plan which fully assesses and addresses:

- The pent up demand for AT;
- The cost effective contribution which AT offers for congestion relief;
- Likely projections for future energy costs;
- The health impacts of car based transport;
- The detriment to the local economy of spending billions on car based transport requiring massive overseas imports;
- The detriment and cost to the environment;
- Timely investigation and reporting on the economic and social costs of poor land use prior to approvals being granted.

A plan which requires:

- All transportation projects to include walking and cycling elements as integral and required.
- Continued support for the Active and Passenger Transport Working Group.
- Continued support for the Canterbury Active Transport Forum.

Spokes thanks ECan for considering our submission. Spokes remains open to working with ECan to benefit all road users in Canterbury.

