

024

SUBMISSION TO: Environment Canterbury

ON: Draft Regional Land Transport Strategy 2012 - 2042

FROM: Akaroa/Wairewa Community Board

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INTRODUCTION

The Akaroa-Wairewa Community Board (the Board) appreciates the opportunity to make this submission on the Environment Canterbury Draft Canterbury Regional Land Transport Strategy 2012-2042.

The Board wishes to make comment and/or suggestions on the following specific issues:

Page 9	Strategic Directions
<p>Outcome Sought – Improved health from increase in time spent travelling by active means The Board endorses this outcome as it pertains to urban areas, but has serious concerns about encouraging cycle and pedestrian traffic on rural roads.</p> <p>The Board submits that authorities should actively discourage recreational users of rural roads who impinge on the economic efficiency and safety of the road, unless specific provision is made for those users within the road corridor, for example through cycle lanes etc. The Board believes this should apply to all rural roads, including State Highways in rural areas.</p> <p>As a local example, the Board noted that on State Highway 75 in most instances it is impossible to pass a cyclist with a 1.5 metre safety buffer, without crossing the centre line of the road.</p> <p>The Board suggests that greater use should be made of cycle tracks (e.g. rail trails) for cyclists and walkers in rural areas.</p>	

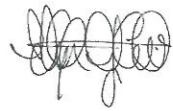
Page 20	Strategic Transport Networks
<p>State Highway 75 – Christchurch to Akaroa The Board supports the retention of State Highway 75 (SH75) as a Strategic Road and endorses that it is a route that has strategic regional significance.</p> <p>Traffic volumes on SH75 are steadily increasing and the Board believes will continue to do so, particularly with the increase in visitor numbers through cruise ships coming to both Akaroa and Lyttelton.</p>	

The Board supports the continued maintenance and renewals of rural roads, and submits that the greatest emphasis should be on improving safety on these roads.

The previous point raised by the Board in regard to recreational users of rural roads needs to be addressed when assessing the safety of the rural road network.

Roads on Banks Peninsula are narrow and winding and the Board believes the increased use of these roads by cyclists is seriously compromising the safety of all the road users.

The Board **wishes to be heard** in support of its submission.



p.p.

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