

Thank you for the opportunity to comment on the management plan for commuter traffic through St Albans.

Since the 1960s the residents of St Albans have submitted on CCC plans for commuter traffic through our community. Their stance has always been and continues to be against putting single occupancy vehicles before the people the health and safety of those who live in the area.

Fifty years on the St Albans Residents Association (SARA) still submits that the lack of improvement in public and active transport modes needs to be rectified and planning must be focused on reducing commuter traffic rather than accommodating it.

Now is an opportunity for the CCC to action The Christchurch Transport Strategic Plan (CTSP) by 'Reshaping travel demand to reduce emissions and oil dependence' (Action 4.1.1) and 'Investing in green infrastructure and enhancements increasing resilience and improving air quality by reducing our dependency on oil (Action 4.1.2)

The CCC adopted a goal for "a 50 per cent reduction of greenhouse gas emissions from domestic transport by 2040 from a 2008" through the Climate Smart Strategy. This management plan does not meet this commitment. In the CCC's own words ... 'A significant shift is needed in the way people travel. To achieve this, there will be an increasing emphasis on improving energy efficiency, encouraging renewable energy use, increasing vehicle occupancy, developing intelligent transport systems, and investing in attractive networks to increase the numbers of people walking, cycling and using public transport.'

SARA submits that the CCC focus on Action 4.1.1 and 4.1.2 of the CTSP for the management of commuter traffic through St Albans.

This planned road separates people from facilities, services and social networks and it negatively changes the comfort and attractiveness of the area. It changes local people's perception of their community due to the physical and psychological barriers that will be created by this car-centric transport corridor and what it is being used for.

SARA submits that any CCC traffic management plan does not take away from local residents being able to feel safe while using their local streets and respects the significance of this management plan on the community as a whole.

SARA submits that the CCC recognises that St Albans is a community of interest in Christchurch that runs from Hills Rd. The areas the CCC currently recognise as Mairehau and Edgeware have been part of St Albans since the 1850s. We submit that the CCC work with LINZ and NZ Post to rename the postcodes of these areas and recognise the history of Christchurch in its planning.

Our community is aging and this needs to be considered when designing our community to ensure our elderly do they become housebound as many were following the earthquakes. Things like the distances between bus stops and the placement of bus stops is important. Other design factors which need to be planned to ensure access to elderly and people with disabilities are wheelchair access, footpath design, pedestrian road crossings and timing of traffic light crossings. An area of particular interest is Forfar St where there are a bowling club and a croquet club who both have large numbers of elderly members who need good access to these recreational and social facilities.

Cycling is fast becoming a more popular mode of local transportation. We have a cycleway through the area but often the comments from the local residents are that there is a lack of safety on local roads to access the cycleway.

SARA submits that a local cycleway network developed by the CCC in collaboration with local residents and interested groups that includes bike lane access to local schools and parks, cycle parking and cycle intersections.

Road design for outside of peak traffic times is important for local residents. Speed on St Albans roads has long been an issue as is often encouraged by poor road designs. A good example of this is the increased speed on St Albans and Courtenay St since the removal of the roundabout at the intersection of Trafalgar St.

SARA submits that any road should be designed to ensure the maximum speeds of cars are restricted to the legal speed limits.

The plan includes third lanes on some roads. These should only be used by buses, cyclists, motorbikes and private vehicles with three or more people during their operation periods from Monday to Friday.

SARA submits that the CCC follow Auckland Transport's T3 approach with any third lane built in Christchurch.

Many St Albans roads, especially around St Albans School, date back to the 1850s when they were designed to carry horses and carts. Their small widths make 50 km p/hr speed zones unsafe for both drivers and residents.

SARA submits area wide speed restrictions should be installed and streets designed to restrict speed in these areas.

St Albans has many schools and childcare facilities within the area and these children use our local parks and community facilities. Wider roads will make it harder for them to move around the community and safe areas for crossing are very important. Children should be encouraged to walk, scoot and bike in their local community including getting to school and back.

St Albans has at least four large sporting venues in the area including Rugby Park, ASB Park, Westminster Park and St Albans Park. All are used not just for top level matches but also for areas for younger teams to practice. Access to this areas for large numbers of people is important and we would also like to see more emphasis on better provision of public transport to this venues for large events.

Housing intensification in the plan's area is very prominent with many residents not having onsite parking facilities provided. These residents will increasingly become more reliant on safe local environments to move around.

SARA successfully promotes active modes of transport within our community and advocates for local residents to use local businesses and community resources.

SARA submits that the CCC develops Christchurch through best practice models into a sustainable city with healthy sustainable inner city communities.

We submit that the improvement of public transport be prioritized in the Management Plan over accommodating commuter traffic. .

PM10 molecules and other negative environmental impacts such as noise and light pollution, visual intrusion, vibration and awareness of the disturbance of intense volumes of passing traffic should be included in the consultation for the community to be given the opportunity to comment on and perhaps help to find ways to reduce them. Monitoring of these negative environmental effects should occur now.

SARA submits that no plan should be continued which degrade the lives of local residents socially and environmentally.

SARA submits this plan be thrown out and following best practice models of transport planning, a new future proofed plan be devised. In the short term we would like to see park and ride opportunities as mentioned in the CTSP implemented and free parking in the city for cars with 3 or more passengers

Submitted by the St Albans Residents Association

37 Dover St

St Albans Christchurch 8014

021 317584

sara@stalbans.gen.nz