



Monday, 13 October 2008

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SUBMISSION FROM SPOKES ON THE DRAFT SOUTH WEST AREA PLAN

Thank you for the opportunity to make this submission on the South West Area Plan (SWAP). Spokes Canterbury is a local cycling advocacy group with approximately 900 members that is affiliated with the national Cycling Advocate's Network (CAN). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

General submissions

Spokes generally supports the Guiding Principles and the Goals and Objectives contained in the draft SWAP Plan. However, we would like to see stronger wording in the SWAP around the use and incorporation of sustainable transport options both in existing areas but also as part of any new development. Prior to any development - commercial, industrial or residential - being approved a developer should need to show how they are going to provide for and incorporate sustainable transport into their development and how this will integrate with or enhance what is already in existence.

The Objectives under Goal 11 need to provide more explicitly for a network of walking and cycling linkages throughout the South West Area, and to other parts of urban Christchurch, and the Port Hills. Currently the emphasis is on linkages through open space areas only.

Consideration should be given to developing a light rail link through the South West Area, as part of a comprehensive active and public transport package.

Specific submissions

1. There is no indication in the maps where major cycle routes and other cycling linkages will be located. This should be provided for in the final Plan.

2. Off road cycling and walking linkages should be provided to and within all public open spaces, along the length of the Heathcote river, around the base of the Port Hills, and between Halswell Quarry reserve and Old Taitapu Road.
3. Where possible, separated cycle routes should be provided along all major roads through the area. Particular attention should be paid to upgrading and separating cycling facilities on busy Lincoln Road, and providing cycling facilities on Wigram, Sparks and Cashmere Roads. The latter three roads are all key routes into the City, but are currently narrow and dangerous in places.
4. Cross town links should be improved to major destinations such as Hornby, and Blenheim and Riccarton Roads, schools and the University. The new Curlett's Road cycle path is an excellent example of a good residential to work cycling linkage, but this needs to be extended to provide easy access to Blenheim Road and suburbs to the north.
5. Improved cycling access should be provided to the Port Hills and Summit Road. Currently the Summit Road is difficult to access from the South West other than by serious mountain bikers.
6. Proposed cycle paths along the southern motorway extension are supported. However, it will be important to ensure that these are linked to new and existing cycling routes within the South West, and to the city centre.

Thanks again for the opportunity to make this submission. If there are matters requiring clarification, please contact our Submissions Co-ordinator Robin Delamore in the first instance. His contact details are:

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