

Rolleston Living Zone 1B

Walking and Cycling

1. Introduction

1.1. My full name is Leanne Maree Wright, I'm employed as the Selwyn District Council Transport and Road Safety Co-ordinator. I have worked for Selwyn District Council for four years, principally as a Road Safety Co-ordinator and over the last two years have taken on an extra component of my role as a Transport Planner. I project managed the development of the Selwyn Walking and Cycling Strategy as well as currently leading the implementation. I'm also involved in other projects involving Strategic Sustainable Transport Planning on behalf of the Council.

1.2. My qualifications and experience. I hold a Post Graduate Diploma in Public Management, from Victoria University and am currently completing a Masters in Public Management.

I hold other qualifications and have work experience in the fields of Behaviour Change and Health Public Policy including, not a full list - Health Impact Assessment, Health Promotion Certificate, Certificate in Evaluation and Certificate in Adult Teaching.

1.3. Member of SASTA and IPENZ

2. Supporting the Proposed Plan Change 11

2.1. The proposed Plan Change 11 is concerned with the part of Rolleston currently zoned as Living 1B deferred and two adjacent parcels of land. I support the rules to add new matters for discretion

to ensure that subdivision in the area would progress according to the structure plan. I especially support providing the land required for the formation of transport, walkway/cycling connections and linkages as well as reserves to be vested in Council at the time of subdivision.

2.2. Walking and cycling are important modes of transport for those with fewer transport options and also considerably contribute to **connected** and **livable** communities. Walking and cycling aid to improving our health and both are among the most environmentally friendly forms of transport. Unlike motor vehicles, they are non-polluting and use no fossil fuels.

2.3. The benefits of children getting to school using 'sustainable transport' are significant. More children walking and cycling to school means:

- better levels of fitness and health
- less money spent on petrol
- reduced energy use and fewer vehicle emissions
- less congestion at the school gate
- More social interaction for children, their families and community.
- While walking, children are also learning sustainable transport habits for the future.

2.4. Recent research includes several studies on the effectiveness of interventions on school aged children: Walking to school can impact on overall physical activity levels throughout the day, thus improving learning levels and overall health. We know that starting with school aged children develops habits that will last into their futures. Children also influence their parents and communities behaviour.

2.5. Council employees a part time Schools Travelwise Co-ordinator, this position was created through the aspirations of the Selwyn Community after consultation towards the development of the Selwyn Walking and Cycling Strategy. Projects undertaken in this role cover programmes that encourage and promote sustainable transport (Walking and Cycling). Rolleston Primary School has and are currently participation in WOWOW (Walk or Wheel on Wednesdays) the school have implemented Walking School Buses (reduces parental and caregivers worry around personal safety issues) and promotes the lifestyle concept of 'Feet First Every Week'. With the development and location of the new Clearview Primary School having appropriate, safe, and conveniently located walking and cycling linkages through Jozecom and Fairhurst Place is vitally important and we the Council are hoping to work collaboratively with Clearview Primary School and community to develop a School Travel Plan. The proposed walkways/cycleways between Brookside Road and Lowes Road is another key important pedestrian walking/cycleway linkage to reduce local private vehicle journeys and promote children walking and cycling to Clearview Primary School from the northwest development area of Rolleston.

2.6. The position of Schools Travelwise Co-ordinator also works with schools in identifying and coming up with solutions on school road safety issues, including engineering solutions. The development of connections and linkages through subdivisions again works towards remedying parents and caregivers concerns with road safety. As well as continuing with projects around 'Speed Past Schools' and 'Chaos at the School Gate' promotions including use of the Speed Measurable Device.

2.7. Pedestrians are amongst the most vulnerable groups of road users. Their lack of speed and small size, when compared to motor vehicles makes them susceptible to crash and injury. Children in turn, are amongst the most vulnerable of pedestrians. They lack the cognitive skills to make safe decisions regarding approaching speed of vehicle and suitable gaps to cross in front of vehicle. Their small size may put them below a motorist's line of vision and makes them less conspicuous.

2.8. Another key project to come out of the aspirations of the Rolleston Community is 'Rolleston in Motion'. The project aims to:

- Improve safety for pedestrians and cyclists
- Improve the environment for pedestrians and cyclists
- Increase walking and cycling activity in Rolleston

This project is in year three and Council and the Rolleston Community are currently working through an implementation plan. Initial research and consultation undertaken through this project supports a safe off-road connection along Lowes Road from Lincoln Rolleston Road to East Madison Road. Strongly supports safe and appropriate connections walkway/cycleways especially for walking and cycling to school.

2.9. Walking is a natural choice, however approximately 34 per cent of short morning peak trips (less than 2km) are made by car. Many of these are to drop children off at school. Parents don't let their children walk or cycle to schools for two main reasons; these reasons are true for Rolleston parents and caregivers– personal safety and road safety issues.

2.10. Travel distances are the third main reason for the increase in children being driven to school. A mix of land uses, density of development, and **connectivity** can enable the practical use of

modes other than private car. I strongly support the objectives of the Proposed Plan Change 11 with road safety issues, personal safety and travel distances being the three main factors. As mentioned above safety distance and convenience have been identified as factors influencing primary school travel decisions. If we have safe, integrated walking and cycle routes in our communities this encourages parents to feel more comfortable letting their children walk and cycle to school. If these proposed routes and linkages are not developed then parents and caregivers will not be encouraged to let their children walk or cycle to school. It is not just about children it's also about community cohesion, health and connectivity.

2.11. The importance of having walkway/cycleway connections and linkages to adjacent parcels of land, to connect Jozecom Place with East Maddisons Road as well as links of walkway/cycleway through Fairhurst and Jozecom Place and important linkages between Brookside Road and Lowes Road as mentioned above assist in reducing private vehicle journeys and encourages parents and caregivers to let their children safely and conveniently cycle and walk to school for a sustainable future and long life habits. It's not just about roads and transport it's about health, community cohesions and a community culture that aspires for better quality of lives. These proposed routes all strongly meet the goals of the of the Selwyn Walking and Cycling Strategy.

3. Selwyn Walking and Cycling Strategy

3.1. The population in the UDS area is anticipated to grow by 21% over the next 25 years. The aim of the UDS and the Selwyn Walking

and Cycling Strategy to provide walking and cycling infrastructure in all new developments for more **connected** and **liveable** communities. This Selwyn Walking and Cycling Strategy provides an over-arching framework for walking and cycling in the Selwyn district. It:

- Puts in place a considered long term outcome and direction for the development of walking and cycling, as means of transport, and supports the recreational opportunities they provide in the district;
- Broadly sets out the Selwyn District Council's intentions on walking and cycling;
- Provides a foundation for the implementation and development of walking and cycling networks that will enhance the experiences of all users;
- Establishes the basis for walking and cycling to play more significant roles in providing the people of the district with alternative sustainable transport solutions, particularly for short journeys;
- Plays an important part in the establishment of a package of Travel Demand Management (TDM) initiatives that will improve the sustainability of travel in the district and the solutions used to respond to travel-demand driven by growth.

3.2. The NZ Transport Strategy also advises that a comprehensive Walking and Cycling Strategy can:

- Promote walking and cycling as a realistic and beneficial form of transportation;
- Provide networks and routes of walking and cycling facilities serving or passing through interesting and enjoyable surroundings in a manner safe for users;
- Improve walking and cycling conditions on the general road network;

- Improve the relationships between pedestrians, cyclists and other road users;
- Provide opportunities for development of tourism, businesses and employment;
- Promote outdoor recreation for health and wellbeing;
- Provide opportunities for environmental enhancement and education;
- Complement public transport by improving the convenience and sustainability of access to it;
- Encourage more people to walk and cycle as a means of transport, improving sustainability and decreasing dependence on motor-driven trips; and
- Help reduce air pollution, greenhouse gas emissions, road congestion and energy use through use of more sustainable transport solutions.

3.3. The expected growth in local and commuter traffic in the area south of Christchurch City, encompassing the Rolleston, Lincoln and Prebbleton townships and their connectivity to Christchurch. This, along with the desire to modify some of this demand through the utilisation of walking and cycling as alternative means of transport, has been identified as issues by the Christchurch, Rolleston and Environs Transportation Study (CRETS).

3.4. The Council strongly supports through the Strategy the need to provide safe, convenient, connected and appropriate facilities as part of the delivery of an integrated transport system in the district and connection to wider regional initiatives. The Selwyn Community also has strong concerns about wider health issues, which are explored in more depth in the Council's Physical Activity Strategy.

3.5. Goals and Objectives

The Council has established four main goals that are crucial to the achievement of the outcome **“A Selwyn where more people walk and cycle safely for transportation and enjoyment”**

These goals are supported by clear, measurable and achievable objectives, using an intervention logic approach are steps towards attaining the goals and support the Community Outcomes.

- **Goal 1: Improved Safety for Pedestrians and Cyclists**
- **Goal 2: More People Choosing to Walk and Cycle More Often**
- **Goal 3: Convenient and Safe Community Environments and Transport Systems that Encourage and Support Walking and Cycling**
- **Goal 4: A Transport System that is More Sustainable in the Long Term**

The Plan Change 11 connections will support the achievement of the Selwyn Walking and Cycling Strategy goals, goals set by our Selwyn Community. We are currently implementing the Walking and Cycling Strategy Action Plan, but we can implement as much education on the benefits and raising the awareness levels of walking and cycling, what is needed is the convenient and safe community environments and transport systems to fully achieve the outcome of **“A Selwyn where more people walk and cycle safely for transportation and enjoyment”**.

Lee Wright

Transport and Road Safety Co-ordinator