

Canterbury

District Health Board

Te Poari Hauora o Waitaha

Submission on Lincoln Road and Moorhouse Avenue Bus Priority Improvements

To: Christchurch City Council

Submitter: Canterbury District Health Board

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C/- Canterbury District Health Board
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Proposal: CCC are planning to install peak hour bus lanes on Lincoln Road and Moorhouse Avenue, to improve bus journey times between Halswell and the central city.

SUBMISSION ON LINCOLN RD AND MOORHOUSE AVE BUS PRIORITY IMPROVEMENTS

Details of submitter

1. Canterbury District Health Board (CDHB).
2. The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development.

Details of submission

3. We welcome the opportunity to comment on the Lincoln Road and Moorhouse Ave Bus Priority Improvements . The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.

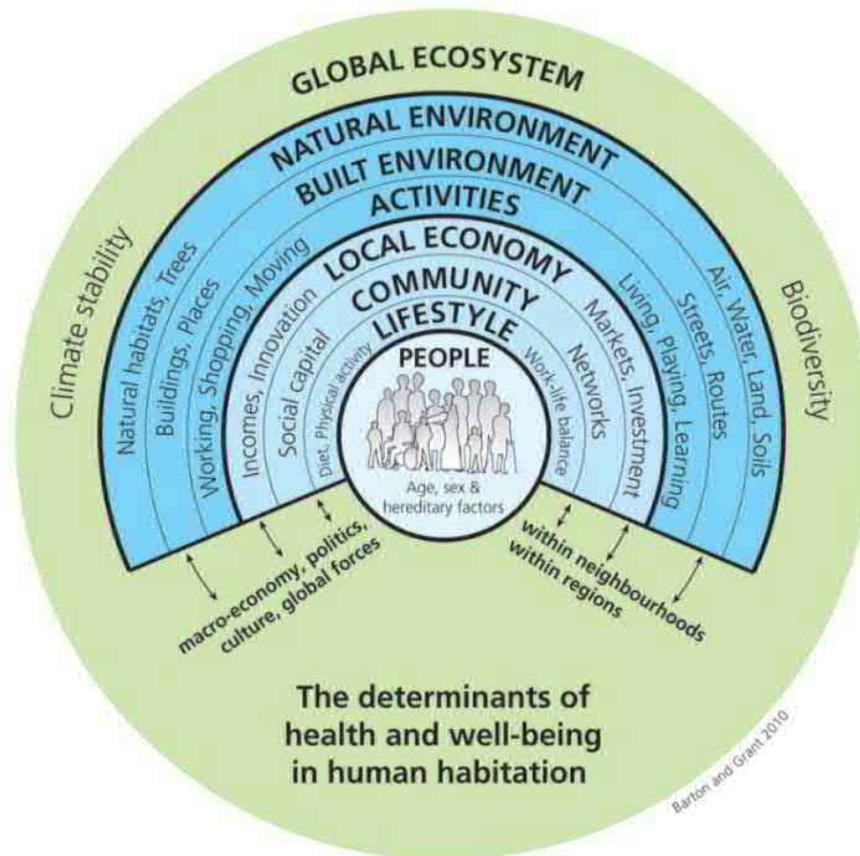
General Comments

4. Health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the 'social determinants of health'¹. The diagram² below shows how the various influences on health are complex and interlinked.
5. The most effective way to maximise people's wellbeing is to take these factors into account as early as possible during decision making and strategy development. Initiatives to improve health outcomes and overall quality of life must involve organisations and groups beyond the health sector, such as local government if they are to have a reasonable impact³.

¹ Public Health Advisory Committee. 2004. *The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health*. Public Health Advisory Committee: Wellington.

² Barton, H and Grant, M. (2006) A health map for the local human habitat. *The Journal of the Royal Society for the Promotion of Health* 126 (6), pp 252-253. <http://www.bne.uwe.ac.uk/who/healthmap/default.asp>

³ McGinni s JM, Williams-Russo P, Knickman JR. 2002. *The case for more active policy attention to health promotion*. *Health Affairs*, 21(2): 78 - 93.



6. The greatest health risk associated with transport is physical inactivity, this far outweighs the next two greatest risks; road traffic injuries and air pollution⁴. Less than half of New Zealanders meet activity guidelines recommended by the Ministry of Health⁵. The incidental physical activity which occurs when using public transport has potential to contribute to good health outcomes such as lower risk of cardiovascular disease (heart attacks and strokes), depression and diabetes⁶. Therefore the CDHB strongly supports any measures to encourage physical activity. Australian evidence suggests that increases in walking to access public transport, even as little as 8 minutes per day, lead to significant increases in physical activity and improved population health⁷.

⁴Saunders, L. 2014. *Transport and Health in London: the main impacts of London road transport on health*. https://www.polisnetwork.eu/uploads/Modules/PublicDocuments/2014-tfl-transport-and-health-in-london_march-2014.pdf

⁵ Ministry of Health.(n.d). Activity Levels in New Zealand. Retrieved from: <https://www.health.govt.nz/your-health/healthy-living/food-activity-and-sleep/physical-activity/activity-levels-new-zealand>

⁶ Saunders, L. https://www.polisnetwork.eu/uploads/Modules/PublicDocuments/2014-tfl-transport-and-health-in-london_march-2014.pdf

⁷ Rissel, C., Curac, N., Greenaway, M & Bauman, A. 2012. *Physical Activity Associated with Public Transport Use – A Review and Modelling of Potential Benefits*. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3407915/>

7. In order to promote the use of public transport and see the associated population health benefits, the built environment must be designed to ensure public transport is as efficient and convenient as travelling by other methods, particularly private cars. Bus priority lanes are one such environmental change which works towards achieving this goal.
8. The CDHB supports the proposed bus priority improvements and has a number of recommendations for consideration which would further improve health outcomes for the community.

Specific comments

9. The CDHB recommends that the bus priority lanes on Lincoln Road and Moorhouse Avenue operate at all times rather than only during peak periods as proposed. In order for bus priority lanes to be effective, they need to be clear, consistent and permanent.
10. The CDHB does not support the provision of on-street parking on Lincoln Road when the bus lane is not in use. When multiple modes are sharing such a busy, constricted space, parked cars significantly reduce visibility for all modes and create additional hazards, particularly for people who walk and cycle. As per the proposed draft suburban parking strategy, space for walking and cycling should be prioritised over and above provision of on-street parking. Removal of on-street parking will also enable traffic to flow more freely, reducing congestion and subsequent emissions.
11. The CDHB supports additional pedestrian crossings. It is important to consider the placement of crossings in relation to bus stops to encourage people who bus to cross safely to catch the bus.
12. The CDHB recommends that mobility parking is prioritised for the on-street parking on the side streets and that all mobility parks are P180 in acknowledgement that it is likely to take mobility permit holders longer to travel between parking spaces and their destination.
13. The CDHB supports the right hand turn restrictions proposed as this will aid traffic flow in the area. Alternative routes for vehicles remain via Parlane, Bernard and Clarence Street.

14. With removal of on-street parking, a speed reduction to 30kms may not be required between Moorhouse Ave and Whiteleigh Ave, however in principle the CDHB supports speed limit reductions on the basis of associated reduced injury risk, particularly for people who walk and cycle.

15. The CDHB has no preference regarding location of the Trumpeter sculpture, except to ensure that it does not reduce lines of sight for vehicles and people who cycle.

16. The CDHB supports landscaping proposals to ensure the environment is attractive for those who are using it. It is important to ensure that trees and planting as proposed along the footpath will not make this space inaccessible for wheelchair users, people with prams and those who use other mobility aids.

Conclusion

17. The CDHB does not wish to be heard in support of this submission.

18. Thank you for the opportunity to submit on Lincoln Rd and Moorhouse Ave Bus Priority Improvements.

Person making the submission



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Date: 4/12/2018

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