

From: [Dirk De Lu](#)
To: [Mailroom Mailbox](#)
Subject: Submission on Air Quality
Date: Wednesday, 15 April 2015 12:07:36 p.m.
Attachments: [ECan Air 2015 Final.docx](#)

Spokes Canterbury
Dirk De Lu, Submissions Convenor

Greetings:

Please acknowledge receipt of the attached submission.

Thank you, Dirk De Lu



15 April 2015

RE: Proposed Canterbury Air Regional Plan

SUBMISSION FROM SPOKES CANTERBURY

Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Advocates Network (CAN). All submissions are developed online and include member's input. Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch area.

We would like the opportunity to appear at any public hearing that is held to consider submissions on this Plan. Should there be an officer's report or similar document(s) we would appreciate a copy(s).

If you require further information or there are matters requiring clarification, please contact our Submissions Convenor Dirk De Lu in the first instance. His contact details are:

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Cashmere, Christchurch 8140

Phone: 337 1790

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Don Babe

Chairperson, Spokes Canterbury

SPOKES would like ECan to develop and implement how cycling as a transport option can play its part in reducing emissions.

Vehicles account for around 20% of PM10 emissions in Christchurch and a lesser extent in other localities. ECan is in a position to help mitigate this by encouraging cycling and the development of cycling infrastructure through the Regional Transport Committee and the Regional Land Transport Programme. By focusing on actions which can reduce these emissions ECan would improve air quality and public health.

ECan's efforts would help to give people an alternative to having to drive their car. With the bulk of trips being short distances riding a bicycle is often a realistic alternative. ECan encouraging and supporting territorial local authority's efforts to provide safe and inviting cycle infrastructure achieves both air quality and public health objectives.

With surveys finding many non-cyclists desiring to cycle if they could feel safe ECan could enable people to commute by bicycle. This could have a very real impact on air quality. There are already significant numbers of weekend sport cyclists who are capable of commuting but choose not to due to perceived danger from congested roads. ECan is in a position to encourage and support local bodies to prioritise cycle infrastructure to both meet people's genuine transport needs and improve air quality.

With improved support from ECan to encourage local bodies to provide separated cycleways and facilities the overall number of vehicles on the roads could be reduced along with reductions in emissions, noise pollution and runoff into rivers from the tyre rubber, oil leaks and brake dust of thousands of cars.

The challenges of our times require some outside the square thinking. Fortunately we can benefit from creative solutions and approaches. The question is; will we?