

## Make Submission

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<b>Event Name</b>	Long-Term Plan 2018-28 Consultation
<b>Submission by</b>	Imogene Lomax (77388)
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### Transport and Urban Development Support/Oppose

See page 13 of the Consultation Document.

**Please select one of the following:** I generally disagree with the activity proposed for Transport and Urban Development.

### Transport and Urban Development Comments

#### Please provide any comments

I moved from Auckland to escape my two hour each way daily commute. I was excited to be coming home to Christchurch where I was seeing a city grabbing the opportunity the earthquakes and associated rebuild presented with both hands and thinking and acting in a way I had not seen before. It's an exciting and exhilarating time to live, work and play in Christchurch

it is with dismay I learned of the proposed changes to transport and namely public transport in the long term plan. I don't normally make personal submissions like this but this is an issue I feel strongly about so compelled me to give my feedback.

Christchurch needs a futureproofed, innovative and best practice public transport system. This is critical to our success as a city. An ad-hoc approach to transport planning will see us ending up with Auckland's grid lock as the city continues to grow. Public transport represents the majority of Environment Canterbury's total budget but appears to receive little attention in the current LTP. It is not included as a key objective which is of concern to me, as our community and economy rely heavily on a successful transport network. The recommendations in the LTP appear to be in complete isolation to the Regional Public Transport Plan (RPTP) process (planned for late 2018). While the legislative requirements are understood, it is of concern to me that the options supplied by Environment Canterbury are far from

being in the best interests of developing best practice public transport. If executed, these plans could cause significant harm to the reputation of the network by users current and prospective. The three suggestions provided in Environment Canterbury's LTP are models of service reduction and user pay cost increases. This flies in the face of the long-term community desire and economic need for an effective and efficient public transport service. While I acknowledge the current funding crisis that Environment Canterbury is facing I argue that to further cut services prior to developing the RPTP shows potential intent to not invest or commit to best practice public transport, a critical component of a successful integrated transport network. It is my opinion that transport planning must be undertaken holistically. The current model is flawed with various entities responsible for delivery of the strategy for different bits of the transport network.