

## Make Submission

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<b>Event Name</b>	Long-Term Plan 2018-28 Consultation
<b>Submission by</b>	Mrs Gay Wood (77409)
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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 am a resident of Diamond Harbour and have for the last three years coordinated an Emergency Driving Scheme largely accessed by those who are unable to drive themselves to appointments or to meet other emergencies, usually in the city. Most, but not all, are elderly and the Scheme uses volunteer drivers as available to take people over much of the city but particularly including Burwood Hospital where the services for the Elderly are now operating. People are encouraged to provide a donation to the driver to assist with his/her costs. The Emergency Driver Service was set up some twenty years ago by local people and was intended to be used only in emergencies. In the last eight months the service has been used 15 times. One of these was for an emergency where sudden illness of one partner resulted in the need for the other to urgently be admitted to a care facility, and all others were for health related appointments. There is a list of fourteen people willing to be volunteer drivers. However, on any one occasion drivers available may be limited.

There is also a "shopping bus" which operates on a weekly basis for those requiring it. The Community has a Cancer Support Service where those requiring treatment for their cancer are provided transport to access that.

Currently, the only mode of transport to and from Diamond Harbour, other than private car, is the Black Cat ferry from Diamond Harbour to Lyttelton connecting with the 28 bus to and from the city. This is widely used but does present difficulties for many as a private car is necessary for the majority of residents to get to the ferry, the parking is very limited or requires walking a distance up and down a steep path and the access onto the ferry is basic, subject to sea and weather conditions and therefore difficult and dangerous, especially for the disabled and elderly. It is acknowledged that the state of the ferry "terminal" is the responsibility of Christchurch City albeit that my understanding is the ECan has a stake in the ferry.

At the prompting of one of our young residents a meeting was held last month with the Diamond Harbour Community and the Transport Officer of ECan regarding transport to and from Diamond Harbour. Discussion included the development of a Transport System to both provide a shuttle service connecting with the Black Cat ferry service and a service to take people on request into the city. It became evident that there was little understanding by the ECan people present of the conditions around access to the ferry and while the initiator of the meeting had done surveys to establish need for a shuttle, no other information regarding transport needs, current or future, had been done. The Transport officer suggested that two vehicles may be needed to meet the needs of a shuttle service and that users would include school children and people working in the city as well as other residents including the elderly.

It must be noted that, if house building is any indication, the population of the greater Diamond Harbour area is increasing and that the 2013 census indicated that 54% of the population was over the age of 50. While incomes are above average for Christchurch a significant number of the over 50's are living alone making it more problematic for travel should an individual be temporarily or permanently unable to provide their own transport. Over the last three years it has become evident to me that there is a need for transport for travel other than emergencies and medical and associated appointments e.g. travel to and from the airport as well as shopping and recreational pursuits.

The draft plan for Transport and Urban Development is inevitably financially driven and reductions of services appear to dominate the plan. In the course of the meeting held in Diamond Harbour it became evident that such transport services in the Harbour that do exist are piecemeal and lack coordination. It is evident that ECan has found coordinating its Transport System schemes in other areas of Canterbury reasonably straightforward as compared to the difficulties similar services so close to the City with specific geographical features and blurring of boundaries between the role of the City Council and that of ECan.

I would submit that a review of transport needs in the Harbour basin is overdue with particular regard to:

1. assessment of need for Transport Services
2. coordination of those services around the Harbour
3. the nature of the systems needed e.g. volunteer based as with other Transport Systems in Canterbury or public transport
4. accessibility of those services e.g. physical access to the ferry on the Diamond Harbour is both dangerous and inadequate
5. in the longer term, consideration of the effects of climate change on the roads around the Harbour e.g. the low lying section of road at Teddington will inevitably be compromised by a rise in sea levels.

Thank you.

Gay Wood