

**From:** ECInfo <ecinfo@ecan.govt.nz>  
**Sent:** Monday, 26 March 2018 12:22 p.m.  
**To:** Mailroom Mailbox  
**Subject:** FW: LTP Submission EMAIL:01360003332  
**Attachments:** ECan LTP 2018 Spokes.pdf

**Importance:** High

Hello Team

This email came into our Customer Services email queue. Can you please workflow?

Kind regards

Hebe

----- Original Message -----

**From:** De Lu Dirk  
**Received:** 26/03/2018 12:20 p.m.  
**To:** ECInfo; Mailbox Customer Services  
**Subject:** LTP Submission

Dirk De Lu, Submissions Convener  
Spokes Canterbury

Greetings:

Repeated attempts to register via your website have been unsuccessful.

Please acknowledge receipt of the attached submission from Spokes Canterbury.

Thank you, Dirk De Lu



March 23 2018

**RE: ECan Long Term Plan 2018**

**SUBMISSION FROM SPOKES CANTERBURY**

Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Action Network (CAN). All submissions are developed online and include members' 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 these projects. 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:

*4 Tisbury Lane  
Cracroft, Christchurch 8022  
Phone: 338 3270  
Email: [tisberries@gmail.com](mailto:tisberries@gmail.com)*

**Don Babe  
Chairperson, Spokes Canterbury**

Spokes Canterbury is concerned with Canterbury's environment and economy being managed in a sustainable manner and believes that Active Transport, AT and specifically cycling are key elements required for ECan to meet its stated goals.

### Introduction

The past central government policy statements and documents along with the failure to return ECan to full democratically elected leadership are fundamentally counter to ECan representing Canterbury and achieving its stated goals. These are large hurdles and this submission is an attempt to assist ECan with an approach and specific responses to proposals so they may be cleared.

ECan is faced with difficult challenges if it is to achieve wide credibility with the public and to effectively implement ECan's stated goals of freshwater management, biodiversity and biosecurity, hazard risk and resilience, air quality, efficient multi modal transport and urban development.

To overcome past undue influence by selected 'stakeholders' ECan will need to advocate on these issues to central government to undo the damage done and to develop, fund and implement policies and programs which effectively support stated goals. This will be in spite of past central government policy statements and debilitating legislation. These will need to be resisted by all legal means available. This is a very big ask. It is also the only ethical action that ECan Councillors can pursue.

To be able to earn ratepayer's trust ECan will need to follow through on headline policy commitments and act in the democratic manner a return to partial democracy was intended to signal. Being open to public input which calls for transport options which exclude bus route cutbacks is an opportunity to show that things have changed.

### Transport & Urban Development

*'Enabling a resilient, multi-modal transport system for the efficient movement of people and freight into, out of, and within the Canterbury region.'*

Public Transport Option 4, none of the above.

The cutting of six bus routes in Christchurch is not in keeping with the best use of rates, support for economic development, environmental protections, the social needs of the region or “enabling a resilient, multi modal transport system.” None of the suggested options for Public Transport are acceptable.

If we’re going to have the kind of Public Transport, PT, system that people want to use and that helps prevent the significant congestion that we know is coming with future growth (as well as all the environmental outcomes we want) then we need to unshackle PT from the constraints placed upon it by the last government and ECan’s apparent institutional unwillingness to achieve its own goals to ‘keep the region moving’ while keeping our environment healthy.

Both CCC and ECan need to lead and fund a step-change for public transport. Central governments ‘Fare Box Recovery’ requirement that 50% of funding come from fares has effectively undermined PT. It is relevant to point out that roads for cars and trucks are not required to pay their way and receive funds from many sources including local rates. ECan needs to increase the PT targeted rate or PT will limp along on a business-as-usual basis until it fails completely. Funding effective PT can reduce congestion, improve air quality and the environment and will also ‘keep the region moving’ by reducing congestion.

ECan must retain the six routes proposed for cancellation and increase rates for the next two years to pay for it. Everyone benefits when more people have access to and use public transport, including those who have no other choice or inclination other than to drive, as there is less congestion and more parking available.

One example of the consequences of deleting and moving routes is the proposed re-routing of the Orbiter bus route away from Ryman’s Diana Isaac Retirement Village, much reducing the affordable mobility and independence of many senior citizens. Cutting service negatively impacts the lives of many of our most vulnerable.

ECan needs to lobby central government to cancel the Fare Box recovery requirement and to provide funding. Please develop and implement the new Regional Public Transport Plan to support robust PT in Canterbury until more permanent solutions are agreed upon.

Developing PT integrated with cycling can support both. Bikes can easily be the cost-effective link at both ends of a bus journey. Secure bike parking at stops and providing space on buses for bicycles (more than two) offers synergies. This supports ECan's headline commitment to 'multi-modal' transport options. Patronage could be increased if Metro's journey planner site provided information on trips using bus-bike combinations along with suggested cycle route options as well as information on bike parking and taking bikes on buses.

Constrained funding for PT has begun a race to the bottom; whereby services are cut to reduce costs which in turn reduces PT patronage, thereby undermining further investment and so on. ECan needs to break this cycle with a phase of heavy investment.

PT and AT are major players able to reduce Canterbury's carbon footprint, improve air quality, and do our part to limit the ravages of climate change.

### Urban Development

The Land Use Recovery Plan, LURP, is a good example of legislation ECan will need to overcome. The increase in greenfield development pushes out urban boundaries burdening ratepayers with the expense of costly infrastructure which unfairly benefits developers. Whatever savings new home buyers will hope for are quickly lost to increased transport costs, rates and loss of free time.

Transport costs of roading, increased pollution and reduced resilience as fuel must be imported along with vehicles and parts are not a benefit. Agricultural lands are lost, biodiversity reduced. Temporary and unproductive economic activity is undeniably increased, but at the expense of sustainable productive economic development.

Connecting up the region with bicycle routes will serve both locals and tourists and can offer real economic and environmental contributions.

### Regional Freight

ECan's stated focus 'on enabling integrated transport planning and investment including a freight mode shift from road to rail and shipping; network resilience; and improving visitor journeys.' is supported. Implementation of the recommendations made in this submission support this effort. Encouraging bicycle freight for local deliveries is also a worthy recommendation. Further development of HGV road based freight infrastructure is not supported.

### Air Quality

*'Ensuring the air we breathe supports health and wellbeing.'*

Cutting Public Transport routes condemns Cantabrians to breathing polluted air. Failing to lead local authorities in understanding how cycling can help reduce their costs, congestion and pollution is not helping Canterbury's air quality.

Is agricultural burning, unregulated tyre dumps which catch fire and fossil fuel transport protecting our air quality? On too many days one can look out from the hills and mountains and see large plumes of smoke from agricultural burning. One tyre fire is one too many. Clearly, tyre piles need regulation and size limits. Performance bonds and large fines are also required.