

Make Submission

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Event Name	Long-Term Plan 2018-28 Consultation
Submission by	Babe D (Mr Don Babe - 77615)
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Whole Plan Support/Oppose	
Please select one of the following:	I generally agree with the activity proposed for the Long-Term Plan.

Whole Plan Comments

Please provide any comments.

The Plan's emphasis on water quality in the region is a worthy priority as the quality of water reflects air and soil quality as well as climate moderation. All the best water quality work can be lost if the number and severity of flood events increases.

However, I do not think there is sufficient link between the cleaner water goal and the transport plan. The region's over reliance on low occupancy private motor cars for transport is contributing to degradations in air quality and also water quality. Water is effected when new roads are added with increased run-off and the introduction of foreign substances to the local environment like tar seal, bitten cloth etc. When roads are in place they have vehicle run-off to deal with and these will impact local streams. Motor vehicles also impact water quality by allowing access to fragile environmental locations.

ECAN's goal of a multi modal transport system is often stated but is not particularly evident in the spending priorities. The use of inland ports is a good example of a successful multi modal freight system but the movement of people has lagged behind. ECAN's main responsibility in the movement of people has traditionally been regional bus networks and the addition of bike racks to the buses has helped the two passengers that have room for their bikes on the bus and those that require their bikes at both ends of their journeys. However ECAN has shown no leadership in the extension of the

catchment for buses by adding cycle parking at bus terminals away from the city centre so the first and last kilometre of trips can be made by cycles. It is generally accepted that people will walk 500m to a bus stop or cycle 3kms. This sixfold increase in the radius of the catchment means the number of people within the catchment increases by 36 if densities are uniform.

ECAN also has a role to play in coordinating council project at the boundaries between councils. During last year this applied to access over the Waimakariri River between the Waimakariri Council and Christchurch City Council but does not seem to be happening where the City are building cycle paths to the edge of Selwyn District. A number of local councils in the Canterbury area are undertaking considerable cycling projects, ECAN needs to encourage these by offering support in terms of the soft expenditure required for things like behaviour change and cycle education in schools and for adults.