

From: Nick Bryan <Nick.Bryan@christchurchnz.com>
Sent: Monday, 26 March 2018 1:51 p.m.
To: Mailroom Mailbox
Cc: Joanna Norris; Adrienne Noon; Anna Elphick
Subject: LTP SUBMISSION
Attachments: Submission - ECan LTP - March2018.pdf

Re: LTP submission

Thank you for the opportunity to submit on Environment Canterbury's Long-Term Plan 2018-2028.

Please find attached a submission from ChristchurchNZ.

ChristchurchNZ does not wish to be heard in support of this submission.

Regards,
Nick Bryan

Nick Bryan

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ChristchurchNZ™

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Environment Canterbury
PO Box 345
Christchurch 8140

26 March 2018

Submission – Long-Term Plan 2018-2028

Thank you for the opportunity to comment on Environment Canterbury's Long-Term Plan 2018-2028.

ChristchurchNZ **submits in support of:**

- **A continued priority for freshwater management activities.** ChristchurchNZ supports these activities because of the role of the Canterbury Water Management Strategy in enabling delivery of the Christchurch Economic Development Strategy, which identifies the realisation of the potential of Canterbury's rural economy while maintaining the natural environment for current and future generations as one of the Big 5 game changers for the city's economy.
- **Biosecurity activities** that also support the maintenance and growth of a strong rural sector in the region by reducing risks to the sector.
- **The approach to integrate activities relating to climate change.** A programme approach should improve overall effectiveness of ECan's activities and help the community prepare for future risk.

ChristchurchNZ **submits in opposition to:**

- **The cutting of six lowest performing bus services** prior to the review of the Canterbury Regional Public Transport Plan (RPTP). ChristchurchNZ believes that any changes to the network should be made with consideration of the full network approach, with changes to specific routes being justified from a network and customer service perspective.
- The recommendations in the LTP appear to be in isolation to the RPTP process. While we understand the legislative requirements are different for these processes, it is of concern that the options supplied by Environment Canterbury may not be in the best interests of the community or the future of public transport provision. If executed, the current user base and businesses in areas serviced by these routes will be excluded and the reputation of the network harmed. It will be hard to win users back if routes are reintroduced to the areas.

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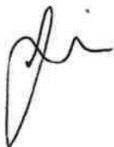
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- We recognise that the continuation of these services until a full review is completed will need to be funded by either increasing fares and/or rates. However, in the interest of maintaining levels of access and mobility for the local communities and visitors to the city, we believe these services should be maintained until a full review of the network.
- Maintenance of a public transport network is of particular importance to visitors to the city, who are less likely to have access to a private vehicle. Public transport can support key aspects of the Christchurch Visitor Strategy's framework by 'enhancing the visitor experience' and 'connecting [Christchurch's visitor offering] with residents'. Outlying visitor attractions such as Willowbank will find it difficult to get visitors to their attraction easily with these route reductions.
- ChristchurchNZ is responsible for major events in the city. We encourage locals attending these events to use public transport to reduce the transport network impacts of events. Without a comprehensive network in place for the whole community it is difficult to achieve this outcome and weakens our messaging. Other partner organisations will also find it harder to support the promotion of public transport use if they know the message is not relevant to the majority of their audience.
- ChristchurchNZ encourages Environment Canterbury to work with its partner agencies to seek innovative mobility solutions for public transport through the RPTP process. Changes to the network need to be found that are financially sustainable, but still provide a quality user experience that supports community and economic engagement and social inclusion goals.
- For example, ChristchurchNZ would like to see the option of purchasing a visitor or explorer pass explored. These are common in many cities to enable ease of movement around the city and suburbs by visitors and could be an innovative way to increase patronage and fare revenues for the metro network, and enhance the visitor experience.

ChristchurchNZ does not wish to present this submission at the public hearings.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'J. Norris', written over a horizontal line.

Joanna Norris
Chief Executive Officer