

## **Freshwater Management**

I generally agree with the activity proposed for Freshwater Management.

Work by the zone committees is very important in developing integrated policies across Canterbury and I hope this work continues.

Water is a precious resource in Canterbury and I would like to see a more uniform policy regarding water consents with a shorter time frame for the consent to take water from rivers or bores, and a review process at the end of the contract term or when the property is sold, especially if it is a commercial property. The review should consider how appropriate the amount of water allocated and disposal of waste water is, both in the local and wider region, before further consents are given.

Having enough water for Christchurch City and surrounds will become an important issue in the future as the population increases. I do not approve of consents given for water bottling plants to use this valuable resource at minimal cost to make a profit.

## **Transport and Urban Development:**

I general disagree with the activity proposed for Public Transport and Urban Development:

In my view the key objectives to restore the financial position of the network and execute the new Regional Public Transport Plan places an undue emphasis on the financial aspects of the urban bus system. There will always be some routes which will need to be subsidised more than others to provide a good system. Discontinuing routes and increasing fares is likely to discourage people from using the bus system resulting in further financial losses. Planning taking into account potential bus users and creating a user friendly bus network is likely to increase patronage and make it more financially viable. Until this happens small increases in rates and fares may be necessary.

Public transport is a key part of providing a means for people to travel for work, shopping and social activities and has the potential to move a large number of people in a cost effective way. However, to do this it needs to be efficient, user friendly, reliable and at a reasonable price with routes which are easily accessible to the public.

The demographics of urban Christchurch are changing rapidly and it is important to look at these changes in the light of potential bus users rather than focussing entirely on present bus patronage. Difficulties in the provision of health and education have demonstrated this clearly.

To my mind, potential bus users fall into two categories. Firstly there are those who have very limited options for transport and by default must use public transport especially if they

do not drive and/or are unable walk very far. Secondly there are those who do have transport options but choose to use public transport for ethical or business reasons.

**The first group includes several subcategories:**

1. Older people who are still independent but becoming less mobile. This group will become very significant in the next 5-10 years as those born post World War 2 reach their 70's and 80's. Many are becoming less mobile and moving into rest home complexes with several large developments just completed or in progress. These people will not be able to walk to bus stops any distance from the retirement complex. e.g. it makes no sense to move the bus stop away from the back entrance to Diana Isaac Rest home complex which presently houses approximately 700 people. Where possible bus stops should be close to these complexes.
2. Similarly there are those who have disabilities which limit their transport options. These people still need to travel for work, shopping, social and health reasons. Again the bus network should cover as wide an area as possible keeping some if not all the low use routes to provide a service.
3. School children and students. It seems logical to take into consideration student travel especially in areas which become congested in peak times.
4. People in communities which have a distinct geographical separation from the city easily become isolated if the transport system does not reach them.

**The second group includes:**

1. Those who choose to take the bus to work especially if they do not drive or work in areas where it is difficult to park. For them regular bus services at peak times are important. They are prepared to walk a small distance to catch a bus and pay the fare as long as there are sufficient buses at peak times.
2. There are those who choose to use buses as much as they can for ethical reason. They too are prepared to walk to a stop and pay the fare.
3. Other people use a combination of park and ride transport while others from more outlying areas use buses to the city if there are park and ride facilities.

**Recommendations:**

1. I suggest that the Urban Transport Planning Team look carefully at where schools, retirement complexes, business complexes and major health providers are in relation to bus routes and the location of bus stops. Poorly placed stops may be a factor in routes which are under used and some minor adjustment to routes could increase patronage. It is worthwhile to look at routes which work well to see if learnings can be applied to other routes.
2. Access to the Public Hospital in the City is difficult for most people. The Park and Ride facility is inadequate for people with mobility issues. Although some buses to go past the hospital a continuous shuttle from the bus exchange to the hospital entrance would be of value to many people. The shuttle from the hospital corner to Bealey Avenue post-earthquake was valued by the public and seemed to work well.

3. To see how user friendly the bus system really is I challenge the Planning Team to use the bus system exclusively for a week or more and then try travelling with a friend or relative who uses a walker or wheel chair on a number of their journeys. It soon becomes apparent that many journeys are time-consuming and inconvenient especially for older people and those with health issues.

I urge the Urban Transport Planners to remember also that for a large majority of older people who are retired, being able to drive gives them independence to manage their own affairs, go shopping and socialise even when walking and biking is not an option. Accessible car parks and well maintained easy to navigate roads are important to these people.

There will again always be people who need to drive cars and measures to constantly impede the flow of traffic are not always helpful. Good through routes in the city are necessary. More right turning arrows on busy intersections would be helpful and those which are only used sometimes should be in operation when traffic is heavy. e.g. Selwyn and Brougham Streets. Many of the right turning lanes are not long enough to split out right turning traffic and allow straight through traffic to flow.

Cherryl Brown

3 Kinver Place, Spreydon Christchurch 8024

**From:** [Cindy Butt](#)  
**To:** [Cecilia Ellis](#); [Hayley Kubiak](#)  
**Subject:** FW: LTP SUBMISSION  
**Date:** Tuesday, 3 April 2018 7:33:48 AM  
**Attachments:** [Submission.docx](#)

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FYI – submission that was “blank”, and has been resent with the correct document.

Nga mihi  
Cindy

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**From:** Cheryl Brown [mailto:[brownsrandc@outlook.com](mailto:brownsrandc@outlook.com)]  
**Sent:** Thursday, 29 March 2018 7:21 PM  
**To:** Cindy Butt <[Cindy.Butt@ecan.govt.nz](mailto:Cindy.Butt@ecan.govt.nz)>  
**Subject:** RE: LTP SUBMISSION

My apologies. Submission attached.

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**From:** Cindy Butt [<mailto:Cindy.Butt@ecan.govt.nz>]  
**Sent:** Thursday, March 29, 2018 8:32 AM  
**To:** [brownsrandc@outlook.com](mailto:brownsrandc@outlook.com)  
**Subject:** FW: LTP SUBMISSION

Kia ora Ms Brown,

I refer to your email below and the attached ‘submission document’, which is blank. I would be grateful if you could urgently send me the document by return email, so that it can be processed.

Nga mihi  
Cindy

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**From:** Cheryl Brown [<mailto:brownsrandc@outlook.com>]  
**Sent:** Monday, 26 March 2018 3:03 PM  
**To:** Mailroom Mailbox <[mailroom@ecan.govt.nz](mailto:mailroom@ecan.govt.nz)>  
**Subject:** LTP SUBMISSION

Please find attached my submission in regard to Freshwater Management and Transport and Urban Development.

Regards Cheryl Brown  
3 Kinver Place, Spreydon Christchurch 8024