
From: ECInfo <ecinfo@ecan.govt.nz>
Sent: Monday, 26 March 2018 3:21 p.m.
To: Mailroom Mailbox
Subject: FW: ECan LTP 2018 sub d4CDA2 EMAIL:01360003364
Attachments: ECan LTP 2018 sub d4CDA2.pdf

Importance: High

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

From: Abbott Chris
Received: 26/03/2018 3:18 p.m.
To: ECInfo; Mailbox Customer Services
Cc: chair@spokes.org.nz; De Lu Dirk
Subject: ECan LTP 2018 sub d4CDA2

Hi ECan
I attach my personal submission on ECan's LTP.

Cheers, Chris Abbott. 021654344



March 23 2018

RE: ECan Long Term Plan 2018

SUBMISSION FROM Chris Abbott, a member of SPOKES CANTERBURY

Spokes Canterbury is a local cycling advocacy group with approximately 1,200 members that is affiliated with the national Cycling Advocates 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.

While this submission is from Chris Abbott as an individual, it is in many places the same submission that is being submitted by Spokes Canterbury.

We-I would not 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). I would like to know when and where any public hearings are being held please.

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: me at:

4 Tisbury Lane

Cracroft, Christchurch 8022

Phone: 338 3270 101B Nayland Street, Sumner, Christchurch 8081. Phone 021654344

Email: tisberries@gmail.com chris@abbotthouse.co.nz

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~~Don Babe~~**Chris Abbott**

~~Chairperson~~**Secretary, 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.

Commented [CA1]: Of "???" Should we quote relevant goals here?? Esp. an efficient and accessible [public transport system](#)"

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 ~~warrant~~ 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 ratepayers'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 ~~do not in~~ exclude bus route cutbacks is an opportunity to show that things have changed.

Transport & Urban Development

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

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 government's 'Fare Box Recovery' requirement that 50% of PT 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~~ "same-old" 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.

Of particular concern to me (and the many residents and their families of Ryman's Diana Isaac Retirement Village) is the proposed re-routing of the

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Orbiter bus route away from the retirement village, much reducing the affordable mobility and independence of many senior citizens.

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 (preferably 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 provides 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

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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.

Freshwater Management

'Implementing innovative solutions to manage our freshwater resource to support community use (mahinga kai, drinking water and recreation), achieve ecosystem health and sustainable economic development.'

Reading this in the draft LTP causes one to question who is responsible for this document "We are one of the few places in the world where there is an abundance of freshwater". This is delusional, ill-informed or deliberately misleading, it is inimical to ECan's raison d'etre. One would hope that professional staff is chosen for their technical skills and knowledge, not their philosophical prejudices or allegiance to certain 'stakeholders.'

Cleaning up our rivers and providing easy cycle connections to reach them can improve local recreational opportunities and attract cycle tourists. Riding along and diving into a clean river for a refreshing dip should not be difficult. With low flows and pollution it would be questionable even if the water were there.

Motorized vehicles contribute a great deal to water pollution. Road surface, tyre and brake wear along with leaking fluids add to the exhaust to further degrade our water.

Please increase the Immediate Steps funding that the Water Zone Committees have access to as it is an efficient way of spending a smaller amount of money and enabling more volunteers and other input. Zone committees do a lot with

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the small amount they have and it would be good to support their work to enhance water quality and ecological values more.

Exporting our water at virtually no cost to bottler's sells off one our most valuable resources at virtually no cost and with nearly equal economic benefits is contrary to ECan's mission. "As the regional council for Canterbury, we are responsible for facilitating sustainable development in the region. This means we work to enable economic growth in a way that enhances our quality of life and does not compromise environmental sustainability." The filing of the recent legal challenge to these consents should never have been required. ECan must protect Canterbury's current and future water resources.

Biodiversity and Biosecurity

*'Biodiversity and Biosecurity
Creating a step-change in effort in the regeneration of freshwater, marine and terrestrial biodiversity.'*

Cycling easily fits into natural environments making them more accessible. If the natural environments have been sacrificed we all lose.

There are few relatively intact native biomes left in Canterbury. We need to protect what remains. Please do not permit any further clearing or degradation of land or water still in a reasonably natural state. Remediation will be required and is far more expensive than preservation.

ECan has received considerable negative media coverage for the failure to limit agriculture's impact on our natural environment. Enforcement aimed at working with people to change bad practices is great. But ECan needs to be proactive in not leaving it cheaper and easier for repeat offenders to continue with their bad practices. The certainty of enforcement and of fines which leave compliance cheaper than business as usual is required.

When remediating please source local seeds and plants, not imports from other areas. Banks Peninsula and the Port Hills are a contiguous biome. Including Port Hills ratepayers in the Pest Free Strategy is required.

Many Canterbury communities have joined together for clean ups and native replanting days. ECan support with plants, technical advice and funding can

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build on this community spirit while saving government money. Support here is simply good sense.

Hazard Risk and Resilience

*'Hazards, Risk and Resilience
Ensuring our communities have an improved understanding of,
and resilience to, natural hazard risk including climate change.'*

With only 2% of this category's budget for 'climate change integration' and 8% for emergency management ECan needs to be ~~brought up~~challenged for both its ambulance at the bottom of the cliff 'planning' and questionable funding.

Cycling as transport can lower our carbon footprint. Promoting cycle freight in our urban areas is practical. Reducing road building and maintenance by reducing motorized vehicle dependency can reduce our footprint.

There is general agreement that efforts to limit greenhouse gas emissions are far more cost effective than dealing with climate change. While Canterbury's contribution may be small, that can be said for nearly all emitters everywhere. It does not negate our responsibility to do all that we can.

Climate change will negatively impact Canterbury:

- Coastal Erosion
- Extreme weather events bringing both flooding and drought
- Unpredictable seasonal changes leading to reduced agricultural production and increased costs

ECan needs to take a lead role in promoting emission reductions in Canterbury. All local bodies need to be brought on board with this effort. Carbon emissions and carbon footprint are not even mentioned in this LTP. Given the environmental mandate for ECan this is gross negligence. Please rewrite the LTP to reflect the reality of the impacts of climate change and to specify and fund ECan's efforts to reduce carbon emissions in Canterbury.

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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.