

Make Submission

Consultee	Mr Andrew Scott (77639)
Email Address	andrew.scott@ngaitahu.iwi.nz
Company / Organisation	Te Hapu o Ngati Wheke
Address	Po Box 107 Lyttelton Christchurch 8022
Event Name	Long-Term Plan 2018-28 Consultation
Submission by	Te Hapu o Ngati Wheke (Mr Andrew Scott - 77639)
Submission ID	2018-28 LTP -1581
Response Date	26/03/18 4:56 PM
Consultation Point	Whole Plan (View)
Status	Submitted
Submission Type	Web
Version	0.1
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.

Tena koe

In relation to the Regional Coastal Plan for the Canterbury Region (RCP), Te Hapū o Ngāti Wheke note that:

- 1 The RCP became operative in 2005 and should have been reviewed in 2015
- 2 The RCP may not have been reviewed to take into account the following:
 - 1 New Zealand Coastal Policy Statement 2010
 - 2 Canterbury Regional Policy Statement 2013
 - 3 Whakaraupō/Lyttelton Harbour Mātaimai Reserve 2017
 - 4 Whaka-ora - Whakaraupō/Lyttelton Harbour Catchment Management Plan 2018
- 3 The draft LTP proposes to defer a review of the RCP for at least 3 years.

Te Hapū o Ngāti Wheke submits that a further delay in the review of the RCP may mean that the Council will not meet its obligations to Te Hapū o Ngāti Wheke whānui as the Treaty Partner and does not take into consideration Ngāti Wheke whānau relationships with their Moana and surrounding environs.

Environment Canterbury is a partner alongside Christchurch City Council, Lyttelton Port Company, Te Hāpu o Ngāti Wheke, and Te Rūnanga o Ngāi Tahu in the Whaka-ora - Whakaraupō/Lyttelton Harbour Catchment Management Plan. The Whaka-ora Catchment Management Plan seeks to restore and regenerate the ecological and cultural health of Whakaraupō as a source of mahinga kai.

The draft LTP in its current state does not support or accommodate the Hāpu Tangatiaki/kaitiaki to carry out projects as outlined in the Whaka-ora Catchment Management Plan or the requirements of the two gazetted Mātaihai. It was acknowledged at the Whaka-ora Catchment launch that in order for the Whaka-ora plan to be effective, it would need the support of the regulatory plans.

Te Hāpu o Ngāti Wheke submit that the Environment Canterbury give greater urgency to the review of the RCP within the next 3 years. In the event that a full review is not possible, it is suggested that a targeted plan change is promulgated specifically for Whakaraupō. Working in partnership with Te Hāpu o Ngāti Wheke and Tangata Tiaki under the Tuia relationship, this would enable Environment Canterbury to implement an exemplar approach to aligning regional coastal planning with the two gazetted Mātaihai for Whakaraupō and the Whaka-ora plan, and inform a full review of the RCP in due course.

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Event Name	Long-Term Plan 2018-28 Consultation
Submission by	Te Hapu o Ngati Wheke (Mr Andrew Scott - 77639)
Submission ID	2018-28 LTP -1561
Response Date	26/03/18 4:31 PM
Consultation Point	Public Transport Options (View)
Status	Submitted
Submission Type	Web
Version	0.1

Public Transport Options

Public Transport is one of the programmes in the Transport and Urban Development portfolio. For the first year of the Long-Term Plan 2018-28 we are proposing changes to the Public Transport programme as outlined in the **Consultation Document**. (on page 14)

To make comment on the Public Transport proposed changes please complete the selection panel below.

To make comment on the the whole Transport and Urban Development portfolio, please use the tab on the left.

Please review the options in the Consultation Document and indicate which option you support: Option 4 – none of the above. (Please provide comment/ideas for an alternative solution)

Public Transport Comments

Please provide any comments.

1. Our submission is focused specifically on the 535 bus route. The continuation of this route is of high importance to Te Hapu o Ngati Wheke this being the primary and in some cases the only means of transport for around 13 kaumatua living at Rapaki and also for some school children who utilise the route to travel to Te Pa o Rakaihautu school in Linwood. The service is also important for some groups visiting Rapaki Marae; the marae has only recently reopened after a two year closure and it is anticipated this will contribute to increased patronage in the future.

2. Discontinuation of the route would increase isolation and decrease participation in civic life for a number of kaumatua. It would also likely mean children affected would no longer be able to attend a kaupapa Maori school in the city.

3. The target of meeting 50% cost recovery is not realistic for all routes. In the context of an overall public service it is always going to be the case that some routes will subsidise others in some cases to a much higher degree. This enables continuation of a service to as wide an area as possible i) to ensure smaller population centres are not unduly disadvantaged at the expense of larger ones and ii) to reduce traffic congestion.

4. A number of alternatives have been suggested by various parties and we support the retention of the current service to enable time for further exploration of the following options to ascertain whether one or more of these may be most efficacious in terms of improving public transport:

4.1 an extension of the service to Governors Bay and possibly an orbiter type service from Lyttelton to Governors Bay to Princess Margaret Hospital and through to Lyttelton

4.2 An extension of the 535 through to Governors Bay and to include the Tannery

4.3 A reduction in the number of trips with a primary focus on 7-10am and 4-7pm. Most users would be able to modify their travel to make use of the service during these hours without undue inconvenience

6. Below is an individual submission provided to us by one of our kaumatua which provides a key example of the importance of the route.

Tena Koe

My husband of 82 years old, like some others at Rapaki, have an eye injection every 4 to 6 weeks and various other appointments to other specialist care such as hearing aids and glasses, the bus service is the only means of going into Christchurch if you are not allowed to drive a car after your appointment. I work from 8am in the morning to 4.30 and will pick Gerry up from the hospital, for these reasons and the fact that there are approximately 10-13 retirees living at Rapaki, it is security to know there is a bus service available, in terms of economics, if this is the reason the service will be withdrawn, perhaps Governors Bay could also utilise the service instead of the bus sitting at Rapaki for a time. Mauriora June and Gerry Swindells

Noho ora mai, na

Te Hapu o Ngati Wheke Runanga