



13 April 2006

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Our Community Plan
Christchurch City Council
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CHRISTCHURCH

Dear Sir or Madam:

Thank you for the opportunity to make a submission in the Christchurch City Council's draft Long Term Council Community Plan (LTCCP). Environment Canterbury does not wish to present its submission at any hearings. Our submissions are as follows:

1 Volume 1, Page 52, Strategic Directions

Goals and Objectives 1 and 3 – Christchurch's drinking water is rated by its residents as top priority to ensure its ongoing untreated quality. This requires strong policies to protect the recharge area, west of the City, from inappropriate land use. While the goals and objectives mention land use management, it would be desirable to explicitly identify Christchurch's drinking water as requiring protection.

On page 164 in the Water Supply section, it is noted that a strategy will be developed for the sustainable management of the City's supply. It is hoped that this strategy will cover the supply area to the west of the City, and Environment Canterbury would be pleased to be involved in the project.

2 Volume 1, Page 54, Strategic Directions

Goals and Objectives 1 - "Managing land use to support and encourage sustainable transport systems": We strongly support this objective and urge you to make it a key tenet of all your planning. There have been a number of occasions in the past where decisions about land use have been made in isolation of transport impacts. In passenger transport in particular, this has significantly increased the cost of servicing areas or made it impossible to do so.

Regional Land Transport - We look forward to continuing to work collaboratively with you on the Greater Christchurch Transportation Study, the Urban Development Strategy, as well as the Regional Land Transport Strategy.

We would like to join with you and the other Territorial Authorities in working towards achieving an agreed regional priority list for the funding of transport in an effort to lever more funding for transport in Canterbury from Central Government.

We support the inclusion of \$187.3 million for transport projects, but do not believe

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that this work is discretionary and we would support this being shifted to the essential project category.

Public Passenger Transport - We request continued representation on the stakeholder group that will progress the work of Central City Transport project, in order to represent Passenger Transport interests.

We look forward to continuing to work collaboratively with you on delivering the targets of the Christchurch Passenger Transport Strategy.

Bus Priority - The issue of traffic congestion and its impact on the delivery of a reliable, attractive passenger transport system is viewed by Environment Canterbury as one of the most important issues facing passenger transport. We would like to urge you to keep momentum on tackling the issue of bus priority, and offer our support in whatever way appropriate to progress this. Your LTCCP does not specify what will be undertaken in this area but we trust that you are working towards implementation of bus priority on at least three key corridors identified as a target in our joint Christchurch Passenger Transport Strategy document (August 2003).

3 Volume 1, Page 71, Capital Works Programme

Essential Capital Projects - Bus Exchange

The expansion of the Bus Exchange is another critical project. We commend you for including the funding for this facility in your essential projects list. We are willing to work with you towards ensuring that you access as much Central Government funding as possible towards this cost. We also suggest that you consider the potential for public private partnership arrangements to reduce the cost to the ratepayer of this facility.

The Bus Exchange has played an integral part in improving the image and success of passenger transport, and is viewed highly by the transport sector both in New Zealand as well as overseas, as is demonstrated by the number of groups who travel to Christchurch to visit and learn from the Bus Exchange. We thus urge you to ensure that the expanded facility is of the same calibre as the existing Exchange.

We note with concern that the expansion of the Bus Exchange is programmed for late 2010. While we recognise the financial pressure the Christchurch City Council is under, we urge you to consider bringing this date forward. The off street facility is currently very near capacity in the peak, and in June and November 2009, new contracts resulting from significant service reviews are scheduled to begin. The Bus Exchange will not have the capacity to accommodate this growth or in fact much growth between now and then.

4 Volume 1, Page 84, Capital Works Programme

Bus stop seating and shelters - We note that \$20,000 has been allocated in 2006/07 for bus stop seats. We support this but would like to know where the funds are for additional new shelters. Your plan states that there are currently 333 shelters (Volume 1, page 153) around the city. The target in our joint Christchurch Passenger Transport Strategy document (August 2003) is 500 by June 2006. We have a concern that if funding of shelters is purely by Adshel, then parts of the city that need shelters but are not located on high volume traffic routes, will not receive any.

5 Volume 1, Page 110, Democracy and Governance and Page 289, Maori Capacity

The development of Māori capacity to contribute to the decision making process of the local authority is common to all councils. Environment Canterbury has the same obligation for the same Runanga and other Māori as the Council does. We ask that we jointly develop such capacity-building, so as to be efficient in both our dealings with the same Māori groups.

6 Volume 1, Page 142, Regulatory Services

The Council stipulates several strategies/policy documents, but excludes the Joint Stormwater Management Protocol. This Protocol is extremely important to ensure our two Councils address stormwater issues prior to developments occurring.

7 Volume 1, Page 224, Water Supply

As noted above, a strategy is to be developed to sustainably manage Christchurch's drinking water. The recharge area to the west of the City is the most vulnerable in terms of risk to the existing high quality of the groundwater. While it is noted on page 225 that Environment Canterbury has a Proposed Natural Resources Regional Plan, it is not correct to say that this plan currently ensures no decline in Christchurch's drinking water from land uses. Environment Canterbury seeks the Council's support in developing the necessary protection measures.

Yours sincerely



John Talbot
DIRECTOR POLICY AND PLANNING