

NATIONAL COUNCIL OF WOMEN NEW ZEALAND (Christchurch Branch)

SUBMISSION on the LONG TERM COUNCIL COMMUNITY PLAN

(Our Community Plan)

2006-2016

From NCWNZ (Christchurch Branch)
141 Hereford Street,
Christchurch.

SUBMISSION CO-ORDINATOR
Ann Mcmillan
5/19 Swanns Road
Christchurch, 1.
Phone 389 6053.

We wish to be heard.

- 1.To keep funding and resources for community groups (p8and10)
- 2.That community facilities eg halls and community centres are throughout Christchurch to provide a meeting place in the community.(p8and10)
- 3.We need our swimming pools and all our libraries including the mobile Library.(p8, 11 and 15)
- 4.What about having the Mobile library stops in the newer subdivisions and suburbs that are without their own branch libraries.(p8 and 15)
- 5.All children need to have opportunities and the facilities to learn to swim locally.They should not have to go the other side to the city to do this.(p8 and 11)
- 6.Please keep public swimming pools open in all parts of the city eg Woolston until the Eastern suburbs have a new pool opened to replace it. Since more schools do not have their own now.(p 8 and 11 also Aquatic Facilities Plan especially p13-19,35-39)
- 7.We need water conservation measures and education.(p20)
- 8.Recycling is good so far but could we please have 5 plastic containers for recycling next.(p16)
- 9.Children of all ages need places, apart from parks, libraries and shopping malls to have a meeting place to do activities, planned and unplanned of their own to be able to spend time to together that is safe and appropriate.(p11 and 15)
- 10.For public transport please see separate letter resubmitted as it is still relevant to increase the use of buses at off-peak times including evenings, and weekends.(p18)
- 11.Wastewater requirements for good quality discharge either into the ocean or the estuary.(p19)
- 12.The Red Bus Company and City Care as strategic assets should be publicly owned by the City Council and the citizens for they belong to us all.(p5)

13.No need to spend \$4.3 million to fit-out new or old Civic offices or renovate City Mall for \$10.3 million.(p4 and 9)

14. It is important to keep our high class soils for food production – both horticulture and agriculture, not to be develop for subdivisions and building onto these soils. (p14 and 18)

15.Streets to be kept well swept and cleaned so that in autumn - leaves and debris do not block the drains ,flooding the streets.(p18)

16. If you raise the charges for inner city parking that is the parking buildings and parking meters this will not assist the revitalisation of the city centre. The first hour free in the parking buildings is a good idea , part of the strategy .(p4,9 and 18)



National Council of Women
Christchurch Branch
141 Hereford Street
Christchurch

25 February 2004

Cr Diana Shand
Chair, Public Passenger Transport Committee
Environment Canterbury, Christchurch Office
58 Kilmore Street, PO Box 345, Christchurch 1

Dear Councillor Shand,

*Re: The urgent need to address disadvantages pertaining to
the new bus fares and shorter transfer time*

We would live in utopia if all decision-making gave appropriate weight to the "environmental, social, economic and cultural well-being of communities" (*Environment Canterbury Annual Report 2002 p76*) Such balance is rarely achievable. Compromise tends to undermine one or two legs of the stool – yet we think that the idea of balance is worth holding on to and worth striving for.

There are aspects of the new fare structure and transport system that the National Council of Women of New Zealand, Christchurch Branch (NCW) applauds. Streamlining services must improve their economy and please many passengers. We congratulate ECan for all that has been achieved in this regard for we know of people who have benefited since the introduction of metrocard – people who travel the longer and more complicated routes, for example.

All is not contentment however. Since the introduction of the new fare structure the NCW has heard many complaints from the public and expressions of dissatisfaction from its own diverse membership. It seems generally understood that the loss of the \$1 x 4hr transfer has brought unquantified but undoubtedly significant economic, social and cultural losses to many long-time bus users and environmental losses to the wider Christchurch society in terms of reversion to the private car.

It seems to us that the new bus fares and reduced transfer time place an unfair burden on a particular group of residents.

- Those who travel furthest and most frequently travel cheaper and with less hassle than before – **this is good.**
- Those who live near the shuttle route travel free as before – **this is good.**
- Those who live in the old \$1 section (older suburbs) now pay 3 or 4 times the old price for enough time to complete their tasks of daily living – **this is bad.**

Why is it bad?

1. People who have to use the bus for short trips to meet their daily needs – visit the shops, doctor, library, friends, club – will mostly have to pay for a whole day's travel because the new short transfer time is quite impractical for even ordinary transactions. The travel costs for many of these people have increased threefold. **This is unfair compared with the other two groups.**
2. People who have to use the bus to do their voluntary work find that the cost of volunteering has suddenly reached the point where they wonder if they can keep it up. Not all volunteers work for agencies that can afford to buy metrocards to cover their travel expenses. Society needs to support its volunteers. **The new bus fares adversely effect many in unpaid work – this is bad.**
3. People who have to use the bus because a disability prevents them from driving or cycling tell us that they are severely affected by the loss of the cheaper 4hr transfer. This seems to be particularly felt by those who live in the old \$1 section. Life isn't fair in the way disability is distributed – **now more unfairness seems to have been heaped on the already disadvantaged.**
4. People who could easily drive to town and pay for parking but who have in the past felt that they should take the bus (to support the bus service and to protect the environment) tell us that they used to compensate themselves for the extra hassle by using the \$1 x 4hr transfer to complete their chores and then do something nice – take in a free "Art Bite", have lunch with a friend, check out the activities in the square etc. The loss of the 4hr transfer is a strong disincentive for this group. **We believe it will lead to a significant disengagement from civic activities by people who live beyond the Four Avenues.**

What would make things better?

NCW believes that if ECan made just one adjustment to its system it could enhance the bus service for many of the currently disadvantaged users, i.e.,

Introduce an off peak (say 10am – 3pm) \$1.50 x 4hr transfer. We understand that the technology would cope with this adjustment – easily. It would increase bus usage at a time when there is spare capacity (good economics). It would go a long way to accommodate a lot of people (social advantage). It would attract back those who have recently resorted to driving their cars again (good for the environment). It would allow people time to enjoy the cultural activities in their city (the 4th leg of the stool!)

The National Council of Women of New Zealand, Christchurch Branch hopes that ECan will consider this a thoughtful letter and a constructive suggestion. We write because we sincerely believe that a burden should be lifted from a severely disadvantaged group as soon as possible. We feel that to wait one year for a review of the system is to wait far too long. We look forward to a positive and prompt response from our Regional Council.

Regards

Helene Mautner, President
National Council of Women, Christchurch Branch