

LTCCP 2006-16 SUBMISSION

Submissions close on 5 May 2006

I wish to talk to the main points in my submission at the hearings to be held between Thursday 25 May and Wednesday 7 June 2006.

I am completing this submission:
For yourself

Number of people you represent:

My submission refers to:
Full Version of the LTCCP

Page Number:
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I also want to respond to:

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Address:	17 Red Rock Lane Moncks Bay Christchurch
Your Submission:	Do you have any comments on the major projects in our Draft Community Plan?
	Do you have any comments on groups of activities (The activities and services the Council provides?)
	re: Group of activity - Streets and Transport My comment: The inner City Shuttle Bus service - as it is operated at the moment - should be discontinued. It is a substantial expenses for the city council and the expenses should therefore be carefully analysed. There are either options to reduce the costs of operation (a) or alternatively an option to discontinue the service altogether with minimal impact on the ratepayer (b). a) options to reduce operational costs of inner city shuttle - The shuttle is operated by a bus powered mainly by battery. It is common, that - if such specific and unique mode of transport is required - any tender to operate such service, would tender of the operation only (excluding the hardware, like the buses). The buses should be directly owned by the council, the successful tenderer would operate those buses without providing them. Such process would allow competition between tenderer and a substantial lower tender price. - Due to a high proportion of tourists (non ratepayers) using this service, it would make sense to either introduce a user pay system by passengers (small fare) or user pay by those in the tourist industry who benefit substantially from the shuttle (accommodation provider on the route of the shuttle). At the same time this would provide a more level playing field with those in the industry, who are not on the route of the shuttle.

**Your Submission
(Cont'd):**

b) option to discontinue the shuttle

There is substantial capacity provided by Ecan in teh inner city. Any discontinuation of the inner city CCC-shuttle could enhance usage of the Ecan-services. Mid to long term an enhanced form of metrocard could allow usage of Ecan services within the inner city free of charge (for metrocard holders). Short term any accommodation provider/business operator in the inner city may be able to provide modified versions of the metrocard for its customers (user pay).

Any potential discontinuation of the inner city shuttle - if planned wisely - may have no impact on the city, except a substantial saving for the community. A saving which would exceed any saving the council would achieve by closing a branch library or small swimming pool.

Do you have any other comments or suggestions you want to make?