

# Submission Form

### PLEASE READ BEFORE COMPLETING YOUR SUBMISSION

The public consultation period is from Tuesday 10 March 2009 to Thursday 16 April 2009.

It will help us if you clearly:

- state the issue you want the Council to consider;
- state what specific action you think the Council should take, and
- state why that should be done.
- type or use black ink for your submission.

Please note: We are legally required to make all written or electronic submissions available to the public and to Councillors, including the name and address of the submitter. In making submissions available to the public, the submissions will be posted electronically on the Council's website. Information will be available to the public subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there to be compelling reasons why your contact details and/or submission should be kept confidential, you should contact the Council Support Team, telephone 941 8999.

### You may send us your submission:

#### On the internet:

You may enter your submission using the form provided on the Council's website at [www.ccc.govt.nz/ltccp](http://www.ccc.govt.nz/ltccp)

#### By email:

[ccc-plan@ccc.govt.nz](mailto:ccc-plan@ccc.govt.nz)

Please make sure that your full name and address is included with your submission.

#### By mail:

(no stamp is required) to:

Freepost 178  
Draft LTCCP  
Christchurch City Council  
PO Box 237  
Christchurch 8140

*No anonymous submissions will be accepted. Whether you use this form or not, you must provide your full name, address and telephone number. If you are submitting on behalf of an organisation please state this and your role within that organisation.*

*Submissions must be received (NOT postmarked) at the Tuam Street Civic Offices no later than 5pm on Thursday 16 April 2009. To ensure receipt, hand deliver last-minute submissions to the Civic Offices, 163-173 Tuam Street.*

## Your submission

If you wish, you can present your submission at a hearing. If that is the case, please tick the appropriate box below. The hearings will be held from 11 May 2009 to 18 May 2009. Five to ten minutes will be allocated for speaking to your submission, including time for questions from the Councillors. The Council will confirm the date and time of your hearing in writing, by email or by telephone call.

Tick one  I do NOT wish to discuss my submission at the hearing, and ask that this written submission be considered OR  I wish to discuss the main points in my written submission at the hearings to be held between Monday 11 May 2009 and Monday 18 May 2009.

Are you completing this submission:  For yourself  On behalf of a group or organisation

If you are representing a group or organisation, how many people do you represent?

Contact Name John ROBB

Organisation name (if applicable) /

Organisation role (if applicable) /

Contact Address 34 D DAYDEN ST SUMNER Postcode CHCH 8081

Phone No. (day) 3266324 Phone No. (evening) ←

Email (if applicable) /

Signature J.Robb Date 15/Ap/09

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## P4 Key Issues

1) Urban Intensification and growth limitation. These two issues require the Council to actually do something, even if it has the power to do so there is precious little evidence that any action has occurred over the last twenty odd years. Burgeoning suburbs with surplus District Centres and shops all planned by land developers have encumbered Christchurch with a range of problems including virtually insoluble transport problems. What is required is some forward co-ordinated planning on a regional basis including the surrounding Councils. The LTCCP shows no evidence of commitment to such a process or even an awareness of it.

## 2) CITY CENTRE REVITALISATION

(i) This is indeed a key issue but it needs an overall framework.

(ii) As a visitor to the City (having retired from working in it) I am struck with the

- The number of 'For lease' signs.
- The unused alleyways and lanes
- The horrors of on-street parking, and the parking buildings -
- The lack of pedestrian planning
- The noise to which I am, as a pedestrian, subjected too.

- the demise of small specialist shops.

- (iii) A recent tongue-in-cheek statement, by an ex-mayor, to put punitive rates on District Centres to boost the City Centre shows how little understanding of both is abroad.
- (iv) The District centres offer free convenient parking, undercover shopping, and a vehicle free environment in a generally compact area (Northlands excepted), which is convenient and safe for pedestrians. Car occupants, bus riders and cyclists are all pedestrians for their activities, and the City Centre needs to recognise this.
- (v) If the City were to see itself as a District Centre and offer people similar parameters it would be revitalised whether or not people lived in it - after all no one lives in the District Centres. It does however need to be different.
- (vi) So the City Centre needs to declare itself a pedestrian priority centre making everything subservient to this. The retail, entertainment, food, professional service and cultural enterprises would all gain from this as would the citizens.
- (vii) I find it unbelievable that any plan for the City Centre doesn't even mention parking. It is surely one of the major

factors in the balance between the relative attractiveness of the City versus the District Centres. Trying to find a park with enough time to complete ones business is a nightmare, which I for one avoid by going elsewhere. Sure, I can go by bus but not with my family or if I am making purchases. Particularly since most shops and services are available elsewhere.

(viii) As long as the Council sees parking just as a profit making venture, the centre will decline.

(ix) May I suggest a proof of my assertion? Once a week take away free, close by, parking from Councillors and senior officers. They might then see what life is like for citizens.

(x) If the Council accepts the need for an overall parking policy it must be coordinated with pedestrian, public transport and other transport policies.

### Walking and Cycling and Community Facilities

(xi) It seems that transport planning for walking and cycling is based on the proposal that they are alternatives to cars, and particularly for commuting.

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(xii) The result is, in part, a network of almost lethal cycle lanes on major roads clogged with buses, parked and moving vehicles. Most walking is short distance, including shopping by car users and workers moving from their parked cars.

(xiii) The Community centres, schools, District Centres and Recreation areas should be the focii of cycle and pedestrian networks. Subdivisions should be made, as part of the consent process to provide facilities away from main roads. For too long the Council has concentrated on long journeys; remember that our weather isn't always fair, people carry goods, and aren't always young and fit and plan for short trips. The over provision for "training cyclists" has cost many citizens dear particularly children.

### Bus interchange

(xiv) The present interchange is convenient but suffers a major problem, it is in the centre of the most congested unpleasant part of the City.

It is a relatively rapid from most suburbs

to the city but the last few blocks to reach the interchange are very slow and frustrating particularly on Colombo Street.

(xv) The unpleasant noise fumes and general disturbance between The Square and interchange is a disgrace and probably exceeds most health limits. Please don't put another interchange in this area nor extend the present one, to do so merely adds to the bosses handicaps.

(xvi) Road Planning  
Is there any?

J.L. Robb  
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