

Individual comments received on Draft Recovery Strategy for Greater Christchurch

The following comments were received from individuals and are more comprehensive in nature.

Personal details such as name and addresses have been removed for privacy reasons.

If you can not find your comments here, please look at the excel spreadsheet for them:

<http://cera.govt.nz/sites/cera.govt.nz/files/common/draft-recovery-strategy-full-comments-by-individuals.xls>

Further information about the Recovery Strategy: <http://cera.govt.nz/recovery-strategy>

WRITTEN COMMENTS ON DRAFT RECOVERY STRATEGY FOR GREATER CHRISTCHURCH –

The following pages are a compilation of written comments I had some level of involvement in compiling and that I wish to adopt as my own views.

Pages 2-6 are comments on the draft as it relates to **Sumner**, my place of residence.

Pages 7-8 are comments on the **Natural Environment aspects** of the draft, developed in conjunction with attendees at the presentation by CERA staff members to Key Stakeholders in the Natural Environment (held on 10 October, 2011) – I represented the Surfbreak Protection Society at this meeting.

Pages 9-13 are comments on **Sustainability aspects** of the draft developed by Sustainable Otautahi Christchurch

Pages 14-17 are comments on the draft collected from **Canterbury Community Gardening Association** (CCGA) members and related network associations as they relate to the vision and purpose of the CCGA – I am a member of the CCGA committee.

Many thanks in advance for your time and consideration – happy reading!

Personal Details Removed

WRITTEN COMMENTS ON DRAFT RECOVERY STRATEGY FOR GREATER CHRISTCHURCH – AS IT RELATES TO SUMNER

Introduction

The following written comment was prepared by some local residents of the Sumner community in an attempt to outline the challenges facing this area and how the draft CERA Recovery Strategy relates to our local recovery efforts.

The key points are summarised as follows:

- We are a community that has organised well in response to the earthquake events of 2010-11
- The recovery efforts of this community have been praised and the capacity to produce a community-led recovery plan for the village centre officially recognised by Christchurch City Council
- We are one of many communities with concerns for how local authorities plan to enable the integration of local recovery efforts with the provision of public services and infrastructure, particularly under the guidance of CERA and the proposed Recovery Strategy, Plans and Programmes
- We have some well-developed thinking on how the draft Recovery Strategy relates to the Sumner area and its surrounding environment

The key outcomes we seek are:

- Clear and binding tools to guide and empower collaborative recovery initiatives with communities working together *alongside* local authorities
- The opportunity to participate in determining a mutually agreeable process for shaping recovery plans and programmes *alongside* local authorities
- Meaningful engagement and an enabling approach to integrating local knowledge, energy and vision for implementing the Recovery Strategy, Plans and Programmes

¹ For official minutes see the following link:

<http://www1.ccc.govt.nz/council/proceedings/2011/august/cnclcover11th/2.draftcouncilmins23june2011.pdf>

Background

For the first few weeks after the February 22 earthquake, realising that the authorities were occupied with the destruction of the Christchurch CBD, residents of Sumner organised themselves to start a recovery process to assist those more in need and to be ready in case of a new seismic event.

The Sumner Community Hub was set up to provide information, distribute supplies and run volunteer classes for local school children for nearly a month. Many people have since commented on the value of that effort in terms of the social service it provided, and the cohesion it enabled amongst this community.

On 15 March 2011 a public meeting was held, attracting several hundred attendees and inviting members of the community to join special interest sub-groups to get involved in Sumner's recovery. This included a number of pre-existing groups that were known to exist and able to participate in the meeting (e.g. a local community gardening group). The two large earthquake events on June 13 had a significant effect on a localised area around Sumner, again triggering the need for a locally organised and otherwise community-funded response. The effect of these events and the notable lack of support from formal authorities further emphasised the need for a consolidated effort to support local residents and community groups in providing for their own safety and wellbeing.

The geographical isolation of this area means that members of this community now have to make a range of significant decisions about the way we live and how the current settlement functions now and into the future. Community groups and local residents are continuing to support each other and work together in order to address these concerns. Some strong examples of this are:

- A new-look Sumner Residents' Association opening its functions to include active efforts to develop social networks and communication channels – both within the Sumner area and our connections with greater Christchurch;
- The effect of outreach efforts led by the Sumner Urban Design Group (for example) to extend support to the neighbouring communities of Redcliffs and Mt. Pleasant in particular, but also engaging with support from around New Zealand;
- Anecdotal evidence suggesting this community is more cohesive, and passionate about regenerating Sumner – all the usual stories of a 'resilient community spirit'.

Challenges

The recovery efforts of this community have been praised and the capacity to produce a community-led recovery plan for the village centre officially recognised by Christchurch City Council. Despite this recognition and the capacity to act on locally-developed recovery initiatives, disappointingly little progress has been made. Various attempts have and will continue to be made to at least take steps towards enabling temporary solutions for the provision of community services and facilities. These have been stifled by the lack of communication, resourcing and capacity of local authorities, in particular the Christchurch City Council. Examples include the lack of procedural clarity, communication and understanding about how to facilitate a quick and simple process for regenerating the Sumner Community Centre site. The capacity of local residents, collectives and communities to act in the most simple of manners has been stalled by CCC, despite a clear willingness to work alongside local authorities (e.g. a temporary use catering for a range of local interests, including pre-existing needs and a vision for regenerating the site in the long term).

The internal processes of local authorities are continuously playing catch-up with localised initiatives. A simple solution might be to have strategy and planning staff stop preparing internal documentation and start working with the people they administer public services and facilities for. The over-arching control of central city staff also overshadows and tends to contradict the views expressed by Community Board staff, further complicating and even undermining the capability of more localised public service providers.

Although it is clear all of the more heavily affected communities are in similar situations, there is a distinct lack of support for the extensive level of civically-minded organisation occurring in Sumner. This is confounded by the lack of effective and meaningful community engagement by CERA and local authorities on all matters of the recovery process.

In the absence of a clear process for guiding the coordination of recovery efforts and activities, local and central government authorities continue to ignore the potential of collaboration with businesses and non-

governmental organisations. Collaboration and effective community engagement will increase the capacity of all greater Christchurch communities to respond to local issues.

Key Issues

For Sumner, some of the key issues are the following:

Built Environment

- Significant disruption, instability and uncertainty of access and the connection of core infrastructure to city-wide networks (roads, water, power, sewerage)
- Extensive damage to services, infrastructure and facilities in hill areas
- Loss of buildings in commercial area/village
- Loss of community facilities

Natural Environment

- Poor ecological health of water ways, the Estuary and our coastal environment
- Extensive loss of access to recreational opportunities that were a prominent feature of our local natural environment enjoyed by many greater Christchurch residents
- Long term effects of sea-level rise, climate change and other coastal hazards

Social

- Loss of community services (e.g. Sumner Library)
- Lack of support for socially-orientated initiatives arising post-EQ

Economic

- Loss of buildings in commercial centre
- Loss of business activity brought by those not living in Sumner
- Long term concerns about increasing cost of living for the low and middle income demographic of this community

Community

- Lack of recognition for the unique set of challenges we face in this area
- Lack of support for binding local recovery initiatives and efforts to local authorities (i.e. an 'enabling framework' is missing)
- Lack of provisions and support for locally organised, temporary solutions and immediate-short term recovery actions

Response to the draft Recovery Strategy

We are one of many communities in greater Christchurch with concerns for how CERA and local authorities plan to enable the integration of business/non-government organisation/not for-profit recovery efforts with the provision of public services and infrastructure.

There appears to be a lack of clear provisions for ensuring efficient and effective public sector collaboration, engagement and integration with the private and community sectors. In the absence of such provisions there is a risk in many communities of excluding substantial local knowledge, vision and energy for enabling the long term resilience and sustainability of recovery efforts.

Recovery Plans for guiding heavily affected area recovery and collaboration

The Recovery Strategy lacks a stand-alone plan for guiding collaboration and community engagement in heavily affected areas other than the Central City. Without this, the guiding principles outlined in section 9 of the draft will be given little effect, as has been the case to date to an alarming extent.

We are requesting that the Recovery Strategy installs a statutory planning tool between the Recovery Strategy and the proposed Recovery Plans and Programmes to guide collaboration between CCC, CERA and Community Board staff, local elected representatives, community and recreational organisations, public institutions and local residents in specific areas of greater Christchurch. The intention is to decrease the gap between decision makers, communities and the subsequent effects on local environments.

A likely area capturing Sumner would include the catchments of the suburbs and hill areas between Taylors Mistake and the Heathcote Valley (i.e. 'South-Eastern Port Hills and Coastal Suburbs'). Community Boards

appear to be the existing layer of governance suitable for empowerment to these ends, or ideally realigned to fit appropriate catchment-relevant areas. Either way, retaining organisations with democratically-elected representation is crucial. An example of this type of area-wide collaboration occurring is the 'Coastal Communities' group (developing a Coastal Walkway and Cycleway from Scarborough Beach to Ferrymead and beyond).

The project plans and scope of these provisions would be developed in full cooperation with the various entities above and would be an effective way of ensuring efficient and meaningful implementation of the various plans and programmes currently proposed in the draft Recovery Strategy.

Provisions to support transitional and temporary recovery efforts

Much like the provisions drafted in the proposed Central City Plan (volume 1, pp115-118), local areas too need a mechanism for supporting community-based adaptations, appropriations and initiatives for providing temporary solutions along the recovery process – e.g. 'Greening the Rubble + Gap Filler' and temporary installation projects on public land.

Lack of guidance around effects on coastal communities and environments – natural environment in general

Despite CERA's jurisdiction extending to the Coastal Marine Area, there are a lack of clear provisions for restoring and enhancing the values associated with our coastal environment, as well as taking steps to prepare these areas for the mid-long term effects of coastal hazards. We suggest that all recovery plans have to consider the effect of proposed activities on the coastal environment and collaborate with coastal communities in the implementation of such provisions. This approach compliments the proposed Canterbury Regional Policy Statement 2011 which provides for coastal strategies to guide an integrated and strategic approach to coastal management.

There is also no recovery plan that clearly sets out the steps required to adapt resource and environmental management programmes to the clear changes occurring in the natural environment. Without due process to gain a clear and comprehensive understanding of the landscape systems and patterns we are subjected to as a settlement, then there is little chance of inspiring confidence in the minds of citizens as to the long-term habitation of particular areas in the city. Applying the principle of precaution is important in this respect.

Concluding comments

Overall, we acknowledge the efforts of CERA staff in collating the draft Recovery Strategy. We would like to stress the view that two key mechanisms are missing;

1. Comprehensive analysis and understanding of landscape and coastal dynamics with respect to long-term horizons (i.e. future generations; 50-100 years) that will affect the quality of decisions being made in the short term on the viability of future settlement patterns
2. Procedural guidance for maximising the potential of collaborative, area-based implementation methods – enabling local residents and communities to work alongside local authorities It is clear to a number of those involved in the community groups operating in Sumner that we are well-advanced in the process of gathering input and developing the social cohesion that is critical to enabling open, inclusive and meaningful participation in a disaster recovery situation. Some local groups are already using this capacity to support recovery efforts in areas outside of Sumner. Supporting the progress we have made here will only further develop our ability to share our lessons and extend this support on a city-wide level and beyond.

Natural Environment aspects of the Draft CERA Recovery Strategy

The Natural Environment is identified as a key component in the recovery process (Page 12), and restoration of natural environment is identified as a strategy goal (3.3.4, page 19) but a Natural Environment Recovery Plan is not currently part of the proposal.

1. The need for natural environment recovery

The draft strategy envisages that Recovery Plans are appropriate where recovery work requires significant coordination between delivery agencies, within geographically defined areas, or public

confidence and certainty for a stream of work, amongst other things. It also recognises the need to focus on priorities and 'early wins'.

As the core diagram on page 5 shows, natural environment underpins the social, economic and built sectors of the recovery. The land and water systems that underlie the city support its functions, providing a range of critical ecosystem and landscape services, ranging from water supply, to storm-water management, to biodiversity and identity. They also constitute significant risks, in the form of flooding, subsidence etc.

Preparation of robust and resilient recovery plans in the economic, social and built sectors of the plan therefore depends upon having well integrated and sustainable green and blue landscape systems interwoven across the city. Public confidence in the recovery also requires a convincing and coherent approach to the natural environment, particularly as it has been the failure to undertake robust environmental planning that has contributed much to the scale of the disaster.

A Natural Environment Recovery Plan would provide details of the priorities and actions required to ensure the resilience of the social and built plans in particular (e.g. landscape assessments, access to safe recreational areas, *meaningful* community engagement). This plan would provide the best mechanism to ensure a successful recovery of the environment alongside other goals. Opportunities to specifically address natural environment needs exist within many of the Recovery Plans proposed at present, especially those which will contribute to recovery of the Built Environment, but these need coordination in order to be effective.

2. The need for Environment Champions

The Strategy identifies major goals in four sectors; natural, social, economic, and built, however there are no internal strategy and planning 'champions' for the natural environment in the CER Authority.

Due to the emphasis placed on the Recovery Plan mechanism, one or more Recovery Plans should be created to address each of the major goals. The Strategy does envisage that actions required by Recovery plans will be coordinated. As a result the steps required to achieve each of the major goals must be identified specifically in the range of Recovery Plans prepared in order to ensure parity between goals in the overall process of recovery.

3. The need for spatial integration

A Natural Environment Recovery Plan will be fundamental to the integration of goals as the range of Recovery Plans is developed. Although new Recovery Plans may be initiated at any time a Natural Environment Recovery Plan is needed from the outset to provide integration between environmental goals and other goals. The Land, Building and Infrastructure Plan includes spatial component but this is not linked systematically to the natural environment, with no directive for strategic spatial planning, meaningful collaboration and community engagement. This creates a significant risk that recovery and rebuilding will miss opportunities, and remake mistakes from previous periods of planning

Recommendations from attendees at the Natural Environment sector meeting

1. A Natural Environment Recovery Plan is needed, as well as an internal strategy and planning staff 'champions' to ensure it is developed according to best practice in relation to current disaster recovery, sustainability and landscape systems research.
2. Spatially explicit integration between key goals of the Strategy is needed in the preparation of all Recovery Plans. Due to the emphasis on Recovery Plans this requires as a minimum, at least one Recovery Plan for each major goal in order to identify priority actions, and processes to ensure planners look for opportunities to achieve multiple goals in the preparation of each Recovery Plan.
3. A requirement to apply the precautionary principle where decisions are being made in the absence of scientific information, particularly regarding the built environment and investment in substantial infrastructure rebuild. The primary concern here is the lack of any specific reference within the

Strategy to a robust mechanism for ensuring the suitability of land for development, which is a far wider issue than geotechnical investigations alone, and must consider the entire context of the underlying environmental / landscape system. A process is needed to ensure planning for development and other Built environment activities only occurs *after* comprehensive mapping and consideration of these aspects, all of which are important to environmental outcomes and natural hazard management issues amongst other things.

4. Revise the Recovery Strategy provisions for 'resilience' from merely a measure of emergency management and disaster response preparedness to a systemic, long term understanding that relates to the imminent challenges of climate change and fossil fuel depletion. Currently Police, Fire and Civil Defence are the only responsible agencies identified in this regard.

Sustainability aspects of the Draft CERA Recovery Strategy

Sustainability overview:

Progress and prosperity are not about the ever-increasing consumption of goods and services. True progress and real prosperity are about meeting needs, achieving a high quality of life for all people, and sustaining natural resources and useful infrastructure to provide opportunities for future generations.

Society faces multiple significant and overlapping challenges. For the Strategy to effectively take Christchurch forward, these need to be understood, acknowledged and addressed. Amongst them are:

1. A resource crisis – humankind currently uses resources at a rate faster than the Earth can supply them;
2. A pollution crisis – by carelessly disposing of the wastes from human activity, we are degrading our planetary environment. This pollution crisis includes carbon pollution which has and is influencing the pressing threat of climate change;
3. A biodiversity crisis – our species is now responsible for an historically high rate of extinctions;
4. An equity crisis – recent changes in the structure of society have seen a widening gap between those with the most and those with the least;
5. An economic crisis – the nature of global financial debt means that the banking system is coming under repeated pressure;
6. A democratic crisis – the public's engagement with the democratic process is undermined by the power of large corporations.

Vision

The reference to "children and our children after" us in the vision statement that appears on p18 is welcomed:

Greater Christchurch recovers and progresses as a place to be proud of – an attractive and vibrant place to live, work, visit and invest – mö tätou, ä, mö kä uri a muri ake nei for us and our children after us

This could be reflected more explicitly in the Strategy itself and is not embedded within the Strategy as the clear vision for the community to rally around and support. For example, the reference to children implies a long-term view but this is not apparent in the actual Strategy.

Further, the goals and language of the rest of the document do not appear to be in harmony with the sentiment of the vision statement. The unwritten, but clear, mood of the current Strategy is for a speedy return to business as usual. Thus, it takes no account of the changing circumstances as outlined above, neither does it seek to use the opportunity arising from the tragedy to re-make a better Christchurch.

A key point is that the Strategy needs to be re-engineered towards seeking and addressing the opportunities that do exist to make Christchurch a better place. The points raised below provide specific recommended changes which will greatly enhance the ability of the Strategy to provide for this.

Integration

By integration, at least the following can be expected:

- (i) Integration (i.e. shared purpose) between this Strategy and the CCC Central City Plan and the other plans & programmes that are referenced in this Strategy but are yet to be written.
- (ii) Integration between the various agencies which have a role in the recovery; that includes Central and Local Government, but also the myriad community groups that have skills, energy, expertise and passion.
- (iii) Integration between the physical localities that are affected. What happens in the City Centre affects what is planned in the suburbs and surrounding districts – and vice versa. The Strategy does not make it clear how these forms of integration will be established or monitored; neither is it clear how CERA proposes to work towards increasing transparency with respect to their plans and processes.

However the framework provided by the concept of ‘strong sustainability’ provides a very appropriate approach for integrating the various aspects of the recovery effort in order to make provision for a markedly different future for our children and our children after us; one that reflects a higher quality of life which is also sustainable.

Engagement

A clear weakness in the formulation of the Strategy is the weakness in community engagement. When the Draft is re-conceived, it will be vital to establish meaningful two way communication between CERA and the communities affected. Despite that there were investments made by the community in the “Share an Idea” process, and in the CERA Community Workshops, the outcomes from these are not evident in the current CERA Strategy. Similarly, the CERA Community Forum appears not to have been a player in the preparation of this document.

Community engagement will have to be much more pro-active and much further upstream than a nominal effort directed at “consultation” after a document has been prepared. There is now a wealth of literature and expertise available to inform alternatives to this outdated mode of consultation, in addition to a wealth of evidence showing the benefits of these more contemporary forms of community engagement. Evidence suggests that recovery from disasters is not successful if the community does not feel engaged and empowered by the process. Consequently, CERA need to invite and encourage community involvement in all stages of the process – planning, implementation, monitoring and review. It is important that these specific details of community engagement be included in the Strategy itself due to its level of influence on other processes, including statutory effects. There are a number of existing resources available to providing information in this field including the “Charter of Community Engagement Principles” which was endorsed by a broad alliance of organisations in the time immediately after the February earthquake.

Leadership

Leadership is the key to a good recovery.

Despite leadership being an important subject and one which is addressed within the Strategy, the current document provides very patchy details on what leadership entails and assumes that leadership (from page 50) is to

- facilitate, coordinate and direct
- plan financial aspects
- deliver central government services

However, good leadership is far more than those things. Effective leadership must involve the views, attitudes and physical contributions of those people being captured constructively. If successful gains

can be expected including reduced confusion, conflict and waste. In particular, risks associated with poor leadership include;

- interest (eg. business owners and red-zoned house owners will reinvest in other cities)
- pride (eg. contributions to the design and maintenance of the city will decline rapidly)
- involvement (e.g. innovative and visionary yet sensible ideas will no longer be forwarded or captured).

It can be appreciated that CERA was established by urgent legislation in the aftermath of the February earthquake at a time of considerable fear, danger and societal displacement. However, the “command and control” operational mode, perhaps inherited from Civil Defence, appears to have been maintained in the current Recovery Strategy.

Whilst directive leadership arrangements may have been appropriate at the time, we are now eight months from the main seismic event and the context has changed. New thinking is now possible, particularly in relation to the recovery programme itself. Such new thinking should consider, for example, whether it is still necessary for the Minister to have such far-reaching powers as those given him in the Act, or by what mechanisms the work of CERA (and indeed this Strategy) can deliver the best outcomes. There are many partner/stakeholders in the recovery process with the government (central and local) being just one sector. Other key partners/ stakeholders include iwi, mana whenua, residents (house-owners, tenants), business owners, NGOs, recreation groups, students, employed people, retirees, transport operators and so on.

These people have huge stakes in the future and must be included not only in articulating a Strategy but in the on-going recovery activity. The concept of leadership in the context of the recovery process must include the empowerment of the community, i.e. leadership at all levels in society, in a wide range of geographic and social settings.

The Strategy does not make provisions to ensure that this will happen. Changes are needed to ensure that more effective and contemporary arrangements for leadership are a key feature of the Strategy. For example, the current Strategy document does not indicate a willingness on the part of CERA to share the powers that it undoubtedly has eg. through the devolution of decision making powers to other organisations as appropriate, which could include the community.

Changes to the proposed leadership model are needed to ensure that leadership is not just the prerogative of CERA, but includes partners/stakeholders in the recovery process. The fostering of effective leadership has the potential to assist all stakeholders meet their goals, including CERA.

Concluding Comments

In respect of a number of key matters, the draft strategy has failed in its stated purpose; that is (p4) to:

1. provide overall direction and clarity to public and private agencies who have a role in recovery activities;
2. instil confidence in the greater Christchurch community (particularly the business community) that recovery is well planned and progress is being made; and
3. maximise opportunities for the restoration, renewal, revitalisation and enhancement of greater Christchurch.

In particular the draft strategy will not provide for several key processes which will be required in order to produce a Strategy which is effective in meeting its stated aims. The changes in approach and process that are needed include:

- The issue of leadership must be addressed. Changes to the proposed leadership model are needed to ensure that leadership is not just the prerogative of CERA, but includes all of the key partners/stakeholders in the recovery process; and that the model adopted is empowering for the whole community.

- Provision of processes for effective and meaningful engagement with the community will need to be established in respect of the CERA Recovery Strategy and subsequently become incorporated in future governance processes when CERA is wound up.
- The Strategy needs to be revised to make it clear how the necessary level(s) of integration will be established and monitored.
- The vision around a long-term view needs to be reflected more explicitly in the Strategy itself and become embedded within the Strategy. A framework based on strong sustainability provides a very appropriate approach for achieving integration between important topics in a manner that is consistent with the vision. A framework based on strong sustainability should be adopted as a fundamental and explicit part of the Strategy.

Canterbury Community Gardening Association (CCGA) – written comment on the draft Recovery Strategy

The following is a summary of the comments collected from CCGA members and related network associations as they relate to our vision and purpose. In general, our views on the draft are integrated across the 4 main goals outlined on p. 5. They are woven together by the communities we all belong to, as they are in the diagram.

Background on the CCGA

The CCGA is a newly formed society, although the Association has a well established history of working together that stretches back close to 10 years.

One of the more notable and relevant products of this work is the 2003 Community Gardens Policy. The purpose of this policy is to provide clarity about the relationship between the Christchurch City Council and the Canterbury Community Gardens Association². The policy is discussed further below in relation to the draft plan.

The vision statement of the Association is to:

Strengthen and nurture existing community gardens, and support new initiatives, in order to build strong communities, and encourage these by fostering human and environmental diversity.

The purposes of the CCGA are to:

- i) Develop an association of Community Gardens that promotes environmental, economic and social sustainability
- ii) Promote and advocate for local support for community gardens
- iii) Educate the community about sustainable gardening practices
- iv) Actively engage with local communities in order to strengthen communities and alleviate social isolation
- v) Enhance cultural understanding by providing community and school garden-centred events and education
- vi) Support and assist the capacity of local communities to relieve poverty and food insecurity through the production of food crops.
- vii) Promote and implement schemes of community benefit
- viii) Seek such resources as are required for the promotion of the purposes of the society.
- ix) Provide other support and assistance consistent with the charitable purposes of the society
- x) Do anything else necessary or helpful to further the charitable purposes of the Society

²<http://www.ccc.govt.nz/thecouncil/policiesreportsstrategies/policies/groups/parksreservesamenities/communitygardensguidelines.aspx>

Our comments on the draft Recovery Strategy

There is a need for fertile soils to be preserved for local food production, particularly where large areas of land will not be suitable for redeveloping the built environment or where land remediation works are at estimated at high costs. There are a range of urban and peri-urban areas with fertile soils that have been well-mapped over time and used for productive purposes.

In general, the CCGA agree with comments arising from local representatives who attended the CERA Key Stakeholders for the Natural Environment presentation. In particular, the lack of a natural environment recovery plan and the need for champions in CERA in natural environmental issues. A robust sustainable city requires spatial integration and community-based coordination of local economic and social activity. Sustainable food production, community gardening and the teaching of principles such as those of permacultural practices help to develop better civic understanding of sustainable management and wise resource use. This is consistent with the 'City in a Garden' vision generated during the CCC-led 'Share an Idea' expo, as well as the extensive Maori and European heritage of food gathering, cultivation and trade from the greater Christchurch area. The CCGA are named alongside Ngai Tahu as key stakeholders for enacting a range of projects within the draft Central City Plan, and are keen to do so at a city-wide level too⁴. In a similar vein, the CCGA recognises the written comment and proposal put forward by Diana Madgin regarding the Christchurch East Garden City Heritage Trail in principle.

In its most holistic form the 'City in a Garden' vision provides a conceptual platform for informing a truly sustainable and resilient urban form and function. This includes elements of social, ecological and economic well-being – all the while adding a rich, multi-cultural flavour to community relations. In general, community gardening areas serve as models as well as resource and knowledge centres for local communities to learn from one another, particularly for promoting nutritional lifestyles. Encouraging home gardening and the sharing of tips, skills and general social interactions are some of the clear and tangible benefits of community gardening and the provision of space for such activity.

Community gardening in the widest sense includes orchards, community supported agriculture and the principles of an agricultural urbanism. These are well-established and innovative approaches to addressing urban sustainability through the simple need to keep our food supplies healthy and safe from the increasing volatility of global markets and agri-business. Sustainable *agriculture* and food security comes when we understand, participate in, and support our local food systems⁵. We have a rich cultural landscape with a heritage, knowledge and understanding of healthy food systems waiting to be revived as the contemporary practice of urban sustainability.

³ For brief information of Permacultural Principles, see this link:

<http://www.permacultureprinciples.com/principles.php>

⁴ For a comment on this from the CCGA published in The Press, see: <http://www.stuff.co.nz/thepress/news/5751860/Make-vacant-land-gardens-and-parks>

Restoration and enhancement of the natural environment for intrinsic purposes is highly compatible with the allocation of suitable areas for local food production. The nature of these activities and the simplicity of their operation makes them ideal for community-based

ownership and management. The Canterbury Community Gardening Association is working with and supports the vision of the Avon-Otakaro Network⁶ to this extent. We feel the concept of integrating natural environment restoration and enhancement with local food production areas is an opportunity that ought to be maximised throughout greater Christchurch.

It is simple to see how this model would have significant health, recreational, educational, cultural, social and economic benefits for local communities – not to mention the healing and therapeutic experience of gardening, particularly in disaster recovery situations⁷. Community gardens and community-supported agriculture are assets proven within small voluntary associations in New Zealand and mirrored in other cooperative forms of enterprise internationally. This same potential is ready to be fully realised on a city-wide scale in greater Christchurch⁸. The ongoing work of the CCGA and the continued growth of community gardening and local food action is a testament to the strength of this sector of the Greater Christchurch community.

Coordination of these activities requires basic up-front costs in the form of financial support for dedicated coordination and the allocation of suitable land.

The nature of collective and largely voluntary enterprise is such that costs are quickly recovered and long-term financial sustainability is ensured. For example, local community gardening areas could have outlets for fresh produce and gain simple access to the range of farmers markets sprouting up around the city. Anecdotal evidence suggests local growers cannot keep up with the demand for fresh local market produce.

In summary, the CCGA would like to see greater recognition of the need for integrating the recovery and enhancement of the natural environment to include opportunities for community-based food production throughout greater Christchurch. The ability of CCGA to work alongside local authorities is proven and further development of this relationship will lead to coordination of a wide range of social, economic, cultural and environmental benefits. Ensuring this type of collaboration is the role of CERA, and must be mandated with binding effect within the Recovery Strategy in order to fulfil the potential of collective community-based action.

⁵ www.aucklandfoodalliance.org

⁶ Community gardening is included in the AvON Charter, viewable here: <http://www.avonotakaronetwork.co.nz/avon-charter.html>

⁷ For more on this see: Tidball et al (2010). Stewardship, learning, and memory in disaster resilience', *Environmental Education Research*, **16**: 5, 591— 609. Retrieved September 13, 2011 from http://ncrs.fs.fed.us/pubs/jrnl/2010/nrs_2010_tidball_001.pdf

⁸ For some existing policies and programmes that display an existing level of partnership with local authorities see: <http://resources.ccc.govt.nz/files/CommunityGarden-Policy.pdf> and <http://www.ccc.govt.nz/thecouncil/policiesreportsstrategies/policies/groups/parksreservesamenities/adoptapark.aspx>

Personal Details Removed

28th October 2010.

To whom it may concern

Re: CERA Recovery Strategy

My name is **Personal Details Removed** and I work in the area of collaboration and integration, and have strong interests in active transport, natural systems and in community development. I am particularly concerned that collaboration and integration are only considered underlying principles in this strategy. Collaboration is a practice! There is no acknowledgement that effective collaboration is difficult to do well and it is not currently being done well.

Building meaningful collaboration is central to ensuring that businesses and community members remain in Christchurch and invest (money, time and energy) in the recovery process. It underlies the development of effective partnerships and good decision-making, and is vital for developing innovative solutions and initiatives, and future community resilience and as such will help with meeting all the challenges outlined in this Strategy.

Section 1.3 What we've learnt

Question 1: We've highlighted the most important lessons we've learnt since the earthquakes began – but are there others?

Comment 1: Change needed in spatial planning processes

We've also learned the necessity of planning differently to what we were doing pre earthquake. The situation we have now indicates that our planning needs to systematically take account of the land and water systems underlying our region much more than we have previously done. It is vital for our collective futures that we learn from this experience. I believe that this recovery strategy should also highlight the importance of land and water in relation to predictions of sea level rise. Christchurch as a very low lying city will be increasingly prone to floods as sea level rises. Rebuilding the City without considering this and other issues associated with climate change (ie the need to plan for drought as well as flood) will create major issues for the future of Christchurch.

The Recovery Strategy separates natural environment considerations from detailed plans for land use and infrastructure, and prioritises short term economic goals. In the long term however this will result in considerable economic cost to both Christchurch and New Zealand and compromises the long term sustainability of our city.

Add to Section 1.3 What we've learnt:

The underlying land and water systems- dunes, wetlands, rivers and estuaries, plains and hills- are the essential platform upon which the city is constructed. To be resilient and sustainable, we need to design with these natural systems, not against or in spite of them.

Add to Section 1.4 Issues and challenges ahead: Natural:

Re-shape the city structure to better adapt to the dynamics of the underlying land and water systems and to mitigate the effect of predicted environmental changes

Amend the existing bullet point to:

Restoring healthy and functioning ecosystems to support biodiversity, economic growth, and community wellbeing through enabling safe opportunities for outdoor recreation, and social and cultural activities.

Comment 2: Disruption to transport:

The disruption to our transport systems and the fact that those able to cycle and walk were able to move about the city most easily after the earthquakes highlights the resilience inherent in having a population used to using active transport modes. Recovery should be aimed at encouraging more people to use active transport modes more often as a means of achieving community resilience. Responses to *Share an Idea* recognise this.

Add to Section 1.3 What we've learnt:

Being used to using active transport modes confers resilience on a community. The more people who are familiar and comfortable with using these modes, the more resilient the community as a whole, economically, socially and physically in the face of disruption to the transport system.

Add to Section 1.4 Issues and challenges ahead: Built:

Facilitating the use of active transport modes will aid the current recovery as well as increasing resilience in the face of future disruptions to the transport system.

Comment 3: Make opportunities to increase our resilience

Another issue that needs attention in this strategy is to do better than rebuild /achieve business as usual. To be sustainable as a city that has lost a great deal at this point in history we need to redesign to ensure greater resilience to future issues – eg extreme weather events (the effects of climate change), Rising cost of living/ likely economic recession (the effect of peak oil), and even potential for future earthquakes (the Alpine fault is still a risk to Christchurch and the wider South Island).

Add to Section 1.4 Issues and challenges ahead: Leadership and integration:

Achieving a long term recovery that allows the future citizens of Christchurch to adapt to future shocks and challenges so that these earthquakes become seen as positive event in the City's history

Comment 5 Build a city that is better to live in than it was before the earthquakes

The current crisis provides an opportunity to address long-standing issues. Many Christchurch people felt unsafe in the central City after dark, many want better transport choices around the City, the CBD was declining as indicated by perceptions of public safety and growing numbers of rundown and vacant shops. New, fast tracked subdivisions envisaged for some areas need to have fast tracked provision for community facilities, and provision for young & old to access these

Facilities

Add to section 1.4 Issues and Challenges ahead: Built:

To ensure that the rebuild results in a city that functions better for all stakeholders

Comment 6 Engagement, Collaboration, Transparency and Trust:

The placement of collaboration and engagement as “merely” an underlying principle is problematic. It is in fact, a very high priority for *action*. Yes, collaboration is an underlying principle, but so are most of the things that appear in this strategy. Collaboration and engagement cannot be treated as “airy fairy” ideas that people have to “just do”. Achieving constructive collaboration will require resources, action and recognition that getting there is a significant challenge.

Good collaboration is not the norm at present. Achieving it requires a rethink of how we currently make public decisions; ie that stakeholder groups input their ideas and an agency such as the CCC or CERA decides what to do as a result. This is not always transparent and neither builds trust nor understanding amongst stakeholder groups. This is not a good model of collaboration, since different stakeholder groups with differing agendas do not come to understand each other's perspectives and needs, nor to trust each other. For good collaboration to happen, public agencies such as CCC and CERA have two roles in decision processes.

1. They must facilitate conversations between stakeholder groups and facilitate joint decision-making processes, rather than to make decisions.
2. They must recognise that their own agendas in this process can also make them just another stakeholder. The two roles must be separated for successful collaboration to occur. It is mentioned in the “social” activity area but it needs to be part of the leadership and integration activity area. Good collaboration has to be facilitated as part of leadership and is absolutely integral to integration.

Add to Section 1.4 Issues and challenges ahead: Leadership and integration

Achieving constructive and transparent collaboration and engagement processes so businesses, communities and agencies can develop mutual trust and understanding, make well balanced decisions, integrate knowledge and experience, and achieve a recovery that endures.

Section 2 Vision and Goals

Question 2: Together, do these goals describe the recovered greater Christchurch that you want?

Comment 1: Goals associated with leadership and integration?

Given the importance attributed to leadership and integration as part of the recovery model, it is surprising that there are no goals set out for this area. This section needs goals in this area and as the first section.

Add and extra section 3.3.1 that has a goal something like: *Building transparent collaborative processes including all stakeholder groups (including local government) to foster innovation, collaborative action, and a highly resilient Christchurch by:*

- *engaging businesses, and communities increasingly meaningfully in the recovery so they are more likely to stay in Christchurch and help it become a thriving city again.*
- *recognising that getting people with different knowledge and skills to work well together fosters innovation and action.*
- *recognising that the different stakeholder groups will have different roles in this recovery but none of us really know quite what these are yet and how they will evolve over time.*
- *recognising that by fostering highly effective collaborative processes, Christchurch will become increasingly resilient and adaptable as a city in the long term.*

Comment 2: Highlight the role of green and blue infrastructure in the Garden City

Green and blue infrastructure can deliver economic, social and infrastructural benefits to Greater Christchurch through ecosystem and landscape services. Ecosystem services are human benefits delivered by ecosystems; landscape services are benefits delivered through the spatial configuration of ecosystems and their values recognised by communities. These are critical elements in a resilient and sustainable city and they must be included in the recovery strategy

Add to Section 3.3 Goals

3.3.4 Regenerate the land and water systems that deliver essential ecosystem and landscape services to the city and its communities and make the current goal a bullet

And add a bullet point: *Creating a resilient green and blue infrastructure network*

Section 6 Priorities

Question 3: Given demands on resources, do you support the priorities identified?

Comment 1:

Given my comments above re collaboration and integration and the need for *action* on this rather than simply talking about it, I think developing collaborative processes and putting resources into those processes will underlie many of the priorities outlined here. If it is done well then it will also see the recovery happen more quickly. Without it, we are more likely to lose business investment as businesses leave town with their insurance payouts in their pockets, and a lack of buy-in to the Christchurch recovery by many in the community, and the consequent difficulties that will be faced by the CCC are all likely to result in a delayed or less than optimum recovery.

Add an overarching statement to the beginning of Section 6: Priorities and opportunities for early wins

Facilitate collaborative processes to:

Comment 2: Support “Greening the Rubble”

There is a major opportunity missed in the Draft Recovery Strategy. Many of the large areas of cleared land in the central city or land that will be cleared (e.g. in the eastern suburbs) will remain this way for some time to come. The ‘greening the rubble’ initiative has highlighted the opportunity for a rapid and effective process of landscape regeneration across a much wider area. Landscape regeneration will enhance the environmental quality, microclimate and appearance of the damaged areas and provide both community and investors with confidence in the future city.

Add to Section 6 Priorities . . .

Develop and implement a city wide greening programme of empty sites and localities that have suffered damage and where possible regenerate green and blue infrastructure in advance of redevelopment and rebuilding

Comment 3: Encourage the development of walkways and cycleways

Thousands of people suggested that Christchurch should become a pedestrian and cycling friendly city in Share an Idea. Walkways and cycleways make a City more attractive, as evidenced by the higher value of real estate in

places where these exist in cities the world over. They take relatively small amounts of investment and they have many benefits including that they:

- would give Christchurch a point of difference from other NZ cities and make it more attractive to visitors and residents alike and therefore assist with economic recovery
- require less investment in roads and road maintenance both by relieving travel demand on already existing and (if done well) by negating the need to pour billions of dollars into new roads.
- confer greater resilience on communities who are able to switch between transport modes as external conditions change
- foster a closer sense of community
- increase actual safety and perceptions of safety.
- Christchurch as a largely flat City is the ideal place to encourage cycling and walking. We should be capitalising on the opportunities offered by the awful loss of buildings and the need to re think our spatial planning and suggesting these as high priority and potential early wins for the recovery process

Add to Section 6: Priorities . . .

Take all opportunities presented in the development of new suburbs and the repair of existing roading infrastructure and the rehabilitation of red zoned areas to encourage the development of a highly functional, safe citywide walking and cycling network.

Section 7: Setting the agenda for recovery activities

Question 4: There's no perfect number of Recovery Plans, so if you think we need other Plans tell us what and why?

A key lesson from the earthquakes (see above) is the need to change the way the city is planned in relation to its underlying landscape systems. We need a Natural Environment Recovery Plan that highlights the potential of green blue infrastructure to buffer the City from the effects of increasingly extreme weather events and rising sea levels by creating buffer zones. This will also provide for the regeneration of our natural heritage values that have been degraded, including biodiversity, water quality, and sense of place.

Add to Section 7:

Establish a Natural Environment Recovery Plan to assist with regenerating the underlying land and water systems of the city and their associated ecosystems and biodiversity, in order to provide and enhance landscape and ecosystem services

Add to section 7.2:

Natural Environment Recovery Plan

What? This plan identifies what, where and when actions are needed to regenerate the land and water systems that deliver essential ecosystem and landscape services to the city and its communities. These actions are focused upon development of an integrated spatial network of green and blue infrastructure

Who? CCC leads supported by CERA and ECAN and in partnership with Ngai Tahu and community organisations

When? Draft Plan to be finalised by February 2012

Comment 2: Mention walking and cycling networks

The strongly expressed desire of Christchurch citizens' to see increased walking and cycling opportunities around the city needs to be mentioned as part of the Land, Building and Infrastructure Recovery Plan because this represents a change from what existed previously and because of the strength of the call in Share an Idea.

Change the wording in line 7, 8 as follows:

. . . a spatial plan for housing, active transport infrastructure, strategic infrastructure and community facilities to maintain the short-term wellbeing of communities . . .

Comment 3: Building resilience or building Civil Defence capability?

The building community resilience programme should be renamed building community Civil Defence capability programme. Community resilience encompasses a great deal more than building civil defence

capability, and will emerge from many of the other plans and programmes, if these have wide stakeholder buy in and are completed in a.

Section 7.2:

Change the name of The Building Community Resilience Programme to *The Building Civil Defence Capability Programme*.

Question 5: Recovery requires confidence – of insurers, banks, developers, investors, business-owners, residents and visitors. Will the proposed Plans provide sufficient confidence for people to progress recovery?

Comment

No, the processes implied and outlined here in the Recovery strategy will not on their own instil confidence and trust. I have highlighted this above in my comments about the importance and difficulty of collaboration and integration and the need to see this area as an important area for effort and action. There needs to be some kind of overlying plan or programme highlighted here to outline how agencies such as CERA and the CCC might approach the task of fostering greater trust participation, loyalty and buy-in to the different aspects of the recovery of our city.

The plan might stand on its own, or it might be part of all the other plans. Either way, it needs to thought must be given to how to build great collaboration and integration and it must outline how this will work in practice. It might include, for example: An outline of the roles of the community forum and a process for developing these roles they and CERA and the Minister learn more about how they want to contribute and how they can contribute to negotiating and guiding the recovery process. At this stage the community forum seems to have no clear role and has been left to find its own way with little input from the people who instigated it. While it is a very capable group, it is a pity if CERA and other agencies/ groups cannot benefit more simply because little time, thought or resource has gone into discussing and developing their role. The development of other forums. One example of this might be about how to engage with businesses and business groups. It would be worth prioritising engagement with businesses or organisations that have *demonstrated* their commitment to staying in Christchurch or who are not able to easily move their business (eg the Port Company, CIAL, CPIT, Canterbury University, Jade or the Press come to mind). Some thought is also needed about how to engage well with smaller businesses, who will be a vital aspect of Christchurch's recovery.

How will the community sector and community interests be engaged beyond the Forum and where might business groups have specific interests? This plan may not have all the answers but may need to outline *processes* for finding out who wants to be involved and how, as well as for thinking about how to structure participation and how to engage with different groups and how different groups might engage with each other Some ideas about how to get these different forums engaging with each other and some monitoring/ evaluation processes to help everyone get better at collaborating and integrating their knowledge and skills would also be part of this plan. It is really important to get this stuff right if there is to be a sense of confidence and trust in our direction on the part of all who make Christchurch what it is and could be.

Add a new plan focused on building effective collaborative processes (as outlined above) to Section 7.2

Section 10: Monitoring, reporting and review

Q: What else needs to be assessed with monitoring the Recovery Strategy?

I would like to see more evaluation work that might allow more learning to occur. While it is important to monitor progress it would also be useful to evaluate how and why progress is as it is. The outcomes of this would be useful for helping us improve our own recovery process. It will also be useful for places involved in future recovery in the way we have benefitted from understanding how other places have managed their recovery process.

Evaluation is particularly important for helping Christchurch people and businesses build confidence and be engaged in the recovery process. So for example, because collaboration and integration are difficult to do well, it would be useful to evaluate how we are doing this and so we can improve our performance and therefore improve our capacity to innovate, recover and build our future resilience.

Yours faithfully

Personal Details Removed

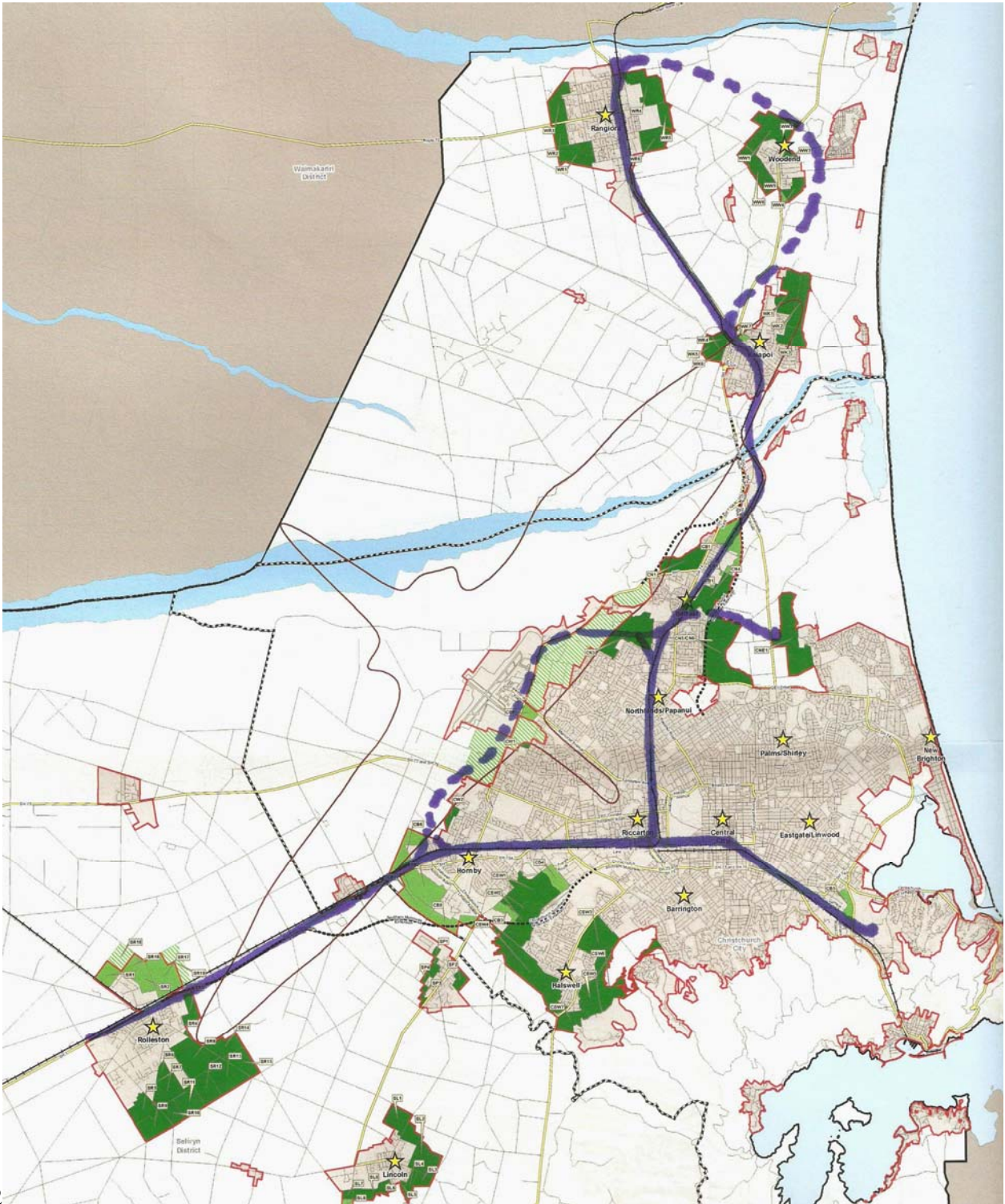
**Submission to the Canterbury Earthquake Recovery Authority Draft Recovery Strategy 2011
by Personal Details Removed**

Commuter rail loop via Airport seen as better recovery strategy than light rail

Based on many years of background reading and involvement with public transport I believe "light rail" to be an inappropriate technology for Christchurch, The city lacks the tight geographic footprint/high density/big tax payer bases necessary for this very expensive per kilometre system. By world standards Christchurch is very small to have even conventional commuter rail, but I believe identifying and protecting the necessary land corridors and building commuter rail would be a far wiser choice. These could easily be built out, compromising the future of Christchurch. My guess is that commuter rail would only be well patronized or viable within reasonable cost-benefit parameters across the greater Christchurch area if a more embracing route pattern was constructed.

I believe the inverted "T" pattern of the existing lines needs additional linking lines to create a circular core loop incorporating the airport and northwestern areas with spurs to Heathcote, Prestons (from the Styx Centre), Rolleston and Rangiora. It appears the eastern suburbs, always more lightly populated by virtue of so many large green-space areas (golf courses, Travis Wetlands) will be further depleted in population by red zone decisions removing large areas of housing. In the circumstances the remaining large residential blocks are better served by express bus corridors, these also linking to eastside rail stations. This suggested rail and busway pattern (see map) reaches a wide catchment of residential population including many new and planned housing areas where subdivision design can foster access to rail. The suggested pattern also services multiple high passenger traffic generators, including the central city and almost every other major employment zone; the Airport; and the existing/proposed Addington stadium, events centre complex.

We do not have the natural landscape, the coastal strips or narrow valleys that favour commuter rail but careful, but astute planning I believe could partly overcome this. As the basic line building and upgrading costs to create such an all embracing commuter rail system would almost certainly be within proposed light rail budget of \$400 million it is hard to comprehend why our city's council has chosen to spend \$4 million just investigating one mode, and that mode the most expensive per kilometre, and not also commuter rail or busway corridors.



2

Suggested additional rail lines to create a comprehensive commuter rail network in Christchurch in dotted lines

3

A comparison might be made with Greater Wellington a city only slightly larger than Greater Christchurch in population where over \$600 million has been invested in rail in the last decade (which also offers an indicative a ballpark figure of what Christchurch might expect in total from Government, at extreme optimism, in the next decade). Greater Wellington has half its population, 215,000 people living up two extended (30 km) narrow corridors (the Hutt Valley, Kapiti Coast). In

contrast only about one sixth that number 35,000 people currently reside in Rolleston, Rangiora, Kaiapoi and Woodend. This is growing fast but even so far too little yet to support the considerable costs of commuter rail. On the other hand inner suburbs along the existing tracks such as Bryndwyr and Middleton are often too close to the city to make using rail anything but a clumsy time waste. For rail to succeed it needs to benefit more city residents in more ways, with each aspect supporting the other, spreading the load and benefits widely.

Unlike Greater Wellington, in Greater Christchurch most of our “outermost residents”, the 200,000 furthest from the city are not living in outskirt towns, but in a ring or collar of outer suburbs, at a radius of about 6km from the city centre, from Halswell to Hornby and Broomfield, to Avonhead and Belfast, across to Queenspark. The success of Christchurch’s Ring Road (expressway) and The Orbiter bus service, as well as congestion patterns in recent years, suggest a huge demand exists for travel “across the city” and “around the city” as well as “to and from the city centre”. Indeed even before the earthquakes only about 25% of the city’s work-force of about 50,000 was employed in the central city. This demand for transport in and around outer areas can only increase with the multiple new outer area subdivisions and industrial areas and office parks such as Izone, Islington Park and Dakota Park planned.

To date this “across town” and “around town” flow demand has not been well addressed by public transport, nor will it be so if the proposed light rail network was merely to run to an inner suburb such Ilam. If rail is to be considered in Christchurch its main advantage – ease of travel over longer distances – needs to be utilised fully, not merely replicating bus services in short hop heavy traffic situations. It also needs to address the key economic task of public transport which is getting large numbers of people to and from work in the peak hours, ideally with out too much stress, delay or mucking around. Servicing the dispersed work places and employment zones of the modern cities with public transport is traditionally viewed as very difficult so a rail loop that can incorporate so many employment zones (and foster more) can not to be lightly dismissed.

4

I believe the rail pattern suggested here goes a long way (in comfort!) to address cross town and around town movement, whilst still delivering passengers right to the city central city almost every trip. The most obvious place for a railway station in Christchurch is the site of the former goods shed between Durham Street over-bridge and Colombo Street over-bridge. Indeed as the giant (10,000 metre goods shed seem to have come through multiple earthquakes in good shape it is possible the building itself could be retrofitted to be a central station, with magnificent big concourses, shops, kiosks, cafes, small supermarket etc included. This might also include added reinforcing and sun catching windows, indoor trees, re-facing of concrete in salvaged blue stone or brick and remnants of other earthquake destroyed city buildings (a sort of architectural memorial). This would be city bus exchange, central railway station and long distance bus and coach centre all in one. An electric shuttle bus could drive through the middle of the building every 3-5 minutes carrying people up into the city, though most city routes might anyway travel to and from the transport centre via the central city anyway, the transfer route to route aspect not needing to be at city centre as long as it is one location.



Site for a Christchurch transport centre integrating bus exchange, central railway station, long distance bus and coach centre? The former NZR Goods Shed (10,000sq metres) in Sydenham, possibly the building itself could be utilised with added reinforcing, windows, glass porticos, salvaged stone or brick façade, mezzanine floors, and landscaped in trees and gardens. It also keeps passenger station and through rail freight lines separated at what might otherwise be a railway choke point.

5

The suggested rail pattern here is hugely versatile, possible to operate in many patterns, interactive with each other. Even with the “missing” (removed) turn of the line from the North line eastwards towards the centre city, express railcars which anyway have seats facing either direction can run from Rangiora to Addington, then reverse into the city centre, as done in many cities. On the other hand a great many services could also come in via the airport, added time for sure, but a fast direct flowing trip with many more connections and one that could still be very competitive in relaxation and journey time with driving to or across the city at peak times.

Freight and commercial traffic makes up about half the road usage in New Zealand and freight is expected to double in the next 30 years. The current Government is committed to upgrading the “Auckland—Christchurch rail corridor” uniting the three main centres along the main economic spine of New Zealand. I believe this upgrade also presents great opportunity for Christchurch to seek simultaneous building of infrastructure that supports commuter rail, immediately or in the future. Over the last decade the city has missed many opportunities to get the level of public transport infrastructure (hundreds of millions) received by Auckland and Wellington for new and upgraded commuter rail and busway systems. It would be a great pity to lose a further opportunity.

I believe the very limited line down from Belfast to Addington and its marvelous parallel cycle and pedestrian “highway” (and many level crossings) would be stretched to support significant usage or growth in commuter or freight services. A single line through a closely built up area – particularly one likely to add to road congestion – is ill designed for commuter traffic or added freight trains 24 hours a day. Creating an additional alternative now to this single line now seems a wise move if the city wants to build and protect itself long-term prosperity and economic growth.

An additional new line, possibly an entirely grade-separated (no level crossings, only overpasses and underpasses) double track line, could be built from Redwood across Styx farmland (committed for future housing) to the Johns Road industrial area and the Christchurch International Airport and then continuing down to rejoin the main line at Islington, trains looping back towards the city or continuing to Rolleston and south or west. Shifting Russley Road as it passes the airport about 15 metres further towards the city and building the planned flyover across Russley Road and the railway line too (rather than as proposed Russley Road across Memorial Avenue) would allow a rail corridor down past Dakota Park towards Russley. An airport bus/rail station would offer continuous shuttle vehicle connection to air services and to local employment locations, as well as buses connecting to western areas.

6

This line, with all the advantages of being built from scratch, would have latest technology to support no level crossings, good speeds and high carrying capacity. The freight connection between the airport and Lyttelton or the rest of Canterbury is obvious. It is possible earthquake rubble could also be used to create a noise or light barrier embankment beside part of the track, which could be discreetly security fenced and the embankment then landscaped, reducing both train and aircraft noise for residents in Styx and Russley and Broomfield.

Arguably neither only commuter rail nor only freight needs might justify building such a line, yet the combined benefits could shift the balance towards viability, particularly as this also conveniently gives the whole province potential rail access to the International Airport.

This would put Christchurch well ahead of other NZ cities and indeed many, much larger overseas cities. Perhaps far more than light rail, a visitor image of a city that really has its act together. An even greater factor is the potential to develop land use in direct relationship to the rail corridors, residential, commercial, industrial, office park and recreational facilities in one area, more or less directly accessible to all areas. With a supportive zonal fare structure the greater Christchurch motto might become "Live anywhere, work anywhere, enjoy the social life of the whole city – it is only a railway station away".

Extending a spur across to the Prestons development would link to thousands of new houses planned for Prestons, Highfield and Belfast Park, entrenching rail use from the start, as well as serving the existing Burwood, Queenspark, Grimseys Road and Northwood residential areas. In contrast a line to Lyttelton, with only 3000 residents (and 1400 in Diamond Harbour) I'd imagine would no longer be viable. The factors that once supported Christchurch's busiest commuter rail line – such as the inter-island ferries, the big port labour force and lack of road tunnel are now long gone. Instead I suggest using a loop of line that curves into Ferrymead Historic Park [for steam trains etc to access the mainline] and building a Heathcote/Ferrymead terminus station at the planned National Railway Museum at Ferrymead. This station could incorporate bus routes to Sumner and Lyttelton Ferrymead, Woolston and Bromley-Eastgate employment zones and a park and ride off Ferrymead Drive (in weekends available to Ferrymead Park for visitor and event parking) This also keeps free for the busy freight traffic the Lyttelton rail tunnel - a major rail chokepoint on a line crucial to the province's prosperity.

7

Further potential is seen to exist to create a loop across from Rangiora to Woodend and Pegasus, before rejoining the main line at Kaiapoi. The rail is seen as supporting the Urban Development Strategy by virtue of rail attracting a greater concentration of facilities and greater concentration of residential development in its immediate vicinity. Rail fosters clustered land development naturally. One of the most interesting potentials of the rail pattern suggested is interconnecting stations with expansive cycle-ways (off road as far as possible) and to have a bicycle rack in the front part of many of the carriages. In the event of the oil prices rises – and with oil production on a plateau for

five years these seem inevitable - this further adds to the suggested rail loop's protective effect. Without an attractive rail and bus system property values in outer areas appear more likely to drop. Better bus systems, commuter rail and "bike'n rail" could give the city huge resilience and better ability than most cities to maintain attractive lifestyles even in the face of predicted oil shocks. Our bus system had a big revival, particularly in the decade 1997-2007 when our city an early leader in adoption of new technologies - the hybrid shuttle, low floor buses, Metrocard, enclosed lounge style bus exchange and Real Time signage included. But new routes to Lincoln and Rolleston apart, this progress in the last five years (before the earthquake) failed to maintain momentum. Promises of bus lanes, transfer stations, and priority systems in getting buses out of traffic jams has produced meager results. A bus lane policy started first in 1996 has only achieved three routes, and is now expected to span 22 years, not to me a spectacular commitment to the 25-30,000 people on using buses... each working day. The city is particularly underfunded and laggard viewed again infrastructure progress in on busways and commuter rail improvements in Auckland and Wellington in the same period.

This is a great pity because all over the world it is being recognized the time when buses could run on the street in traffic, taking time to load passengers AND also queue with other traffic in congestion are gone. Congestion has just become too overwhelming and there is no pint investing tens of millions a year in public transport that just doesn't offer commuters an attractive alternative. Public transport at the back of the queue is never going to be a winner!

Some areas, particular further from rail, including eastern areas, and between the southwest and northwest I believe need to have express busways, partly segregated corridors, possibly with bus only underpasses, to get directly from outer areas into the city centre or across town. Busways of this nature have changed the feel and speed of bus travel overseas, including Brisbane, Sydney, Adelaide, and Ottawa, with many new systems being built elsewhere. On Auckland's Northern Busway, patronage has reached 2 million passengers a year and after five years is still experiencing double-digit growth each year. In peak hours buses depart northern busway stations every 3 minutes for the city but the biggest segregated busways – such as in Istanbul - carry hundreds of thousands of passengers a day. Clearly these are capable of being attractive high capacity systems (well beyond Christchurch requirements).

8

It would be a foolish city indeed that ignored the success of the busway technology, particular as each busways corridor can connect to multiple outer suburban areas, make very big reductions in journey time. They usually cost considerably less than rail or light rail to construct to very high standards.

Creating more effective, easy to remember and use bus schedules is still very much a half done project, with much resource wastage in a city that often sees evening and weekend services running simultaneously for many kilometres along shared corridors – resulting in unnecessary long gaps between the next [simultaneous] services. Not surprisingly this brings our public transport into contempt and loses credibility for public transport in general, discouraging use.

All of these systems would doubtless carry the city beyond the \$400 million suggested for light rail, albeit spread over a decade or more of development. But judging by other new rail costs in NZ and Australia, I believe the initial cost of about 13 km of new track in the city, even with various over-bridges (such as at Buchanans Road or Yaldhurst Road) could actually come in **below** the hugely extravagant light rail proposal.

If we want a sleek modern image of transport in Christchurch let it be the latest model diesel railcar units – although when Auckland rail electrifies we can certainly get plenty of older back up diesel based rolling stock as well.

The pattern suggested here would also serve so many areas of the greater Christchurch, serve multiple functions, social, economic and recreational, in a way no limited length of down-town or

inner suburb only light rail proposal can match. I also suspect costs of commuter rail might be far more readily met by the Government as part of the KiwiRail strategy of rebuilding New Zealand's rail system than light rail, light on actual value to the city.

It is my submission that the City Council must be pressured to widen the scope of the \$4 million study of light rail, presumably by experienced international transport consultants, to the also embrace busway corridors and commuter rail as well - not least because opportunities are being lost by the day.

I believe the potential benefits of the suggested freight and commuter rail route pattern here, are difficult to ignore and need much deeper, professional, analysis.

Further comment on topics raised here is carried on my blog NZ in Transit

Personal Details Removed *is a former Christchurch City Bus and Sight-Seeing driver, 14 years, the author of two books on the social history of public transport in Christchurch [The Lucifer – the story of the 1932 Christchurch Tramway Strike. 1988 and CTB- A brief social history of the Christchurch Transport Board 2003].*

He is an independent researcher and writer on public transport topics who has been made various submissions and suggestions to public authorities and strategy reviews since 1981. Since 2009 has published the blog NZ in Transit

Draft Recovery Strategy for greater Christchurch

Mahere Haumanutanga o Waitaha

October 2011

Personal Details Removed

Introduction

What a contrast to the Christchurch City Council's draft plan. There will be no accusations of 'visionary' here. The lessons learned from the quake are to be limited; build things stronger. No need to reconsider if the fundamental approaches of the past are inappropriate, ineffective, costly, unsustainable and dangerous in light of our shifting earth, diminishing energy reserves and the clearly demonstrated preferences of the populace. This plan simply seeks refuge in pretending it can return to a past viewed through rose coloured glasses.

Starting with the plans and strategies at hand is not unreasonable. Failing to seize the opportunity to future proof in light of future challenges while applying best practice urban and transport technology borders on criminal neglect.

Christchurch City Council has produced many plans including the Travel Demand Management, Open Space, Cycling, and Pedestrian strategies. The Share an Idea process revealed that people want transport mode choice with cycling, walking and affordable public transport at the top of the list.

Environment Canterbury has identified areas vulnerable to flooding, sea level rise and liquefaction.

The quake has increased our knowledge of hither to unknown faults. Yet this strategy pays only limited attention to known hazards and less to the public's stated needs and preferences.

In addition to our unstable earth we face sea level rise, climate change, resource depletion, increased pollution, degrading public health due to inactivity, fragmented and decaying communities, and rising energy costs. This plan fails to address any of these issues.

This strategy must include all the accumulated knowledge and publicly consulted and adopted plans as the foundations for a responsible rebuild. This is an opportunity to include and improve upon world class approaches which attempt to anticipate current and future challenges.

Asserting that this plan is limited to addressing only the immediate concerns of getting Canterbury

back up and running again is a limited view, indeed. The billions to be spent must take into account both current and future needs. Short term fixes funded with long term debt are long term wastes of money which exacerbate both current and future problems.

“Questions to think about”

P12: We’ve highlighted the most important lessons....but are there others?

Motorised transport’s dependence on roading infrastructure leaves it vulnerable to natural disaster. Once disaster strikes the diminished roading capacity is required for emergency response and later for rebuilding work. The public still requires options, and cycling and walking become the most reliable transport modes.

Providing high quality interconnected cycle infrastructure both on and off road meets the public’s transport need while freeing up impacted roading infrastructure for emergency responders.

Cycle and pedestrian infrastructure offers far better value for money returns than roading or public transport projects. Active Transport (AT) modes remained viable after the quakes. AT improves public health while reducing pollution and freeing up transport dollars for spending in the local economy. By any informed and fair measure cycling and pedestrian projects should be prioritised, developed and delivered.

Offering the newly adopted Government Policy Statement on Transport as an excuse for omitting AT serves only to shift the blame to central government. This strategy fails to address the active transport needs of Christchurch and Canterbury while squandering the opportunities offered by the quakes.

P19: Together, do these goals describe the recovered greater Christchurch that you want?

Why? Are there other key goals we should seek to achieve? Why?

No. The world has changed, but this strategy relies on limited 20th century transport and greenfields development approaches. The Share an Idea process revealed a community which acknowledges current and future trends and asks that officials plan for them.

People love their cars, and would like to learn to love other modes as well. They dare not primarily because government has remained fixated on providing motorised projects to the virtual and growing exclusion of other modes. Road safety for pedestrians and cyclists has degenerated to the point of inducing fear of using these modes.

This is an opportunity to give the community what it has asked for; choice, safe choice. AT can effectively reduce road congestion thereby enhancing mode choice for all users.

AT is affordable, reliable and robust in the face of quakes. Most urban trips are less than 5 kilometres and most people are easily able to cover this. Encouraging AT will increase the number of people in better physical condition thereby increasing the use and range of AT.

An environmentally sustainable, integrated transport system must feature AT. Public transport is vital, but is but one choice and offers only limited sustainability. To be well integrated public transport must carry more than the current maximum of two bicycles.

Target students at all levels with AT infrastructure, education and promotion. AT is a healthy and easy way for young people to make regular exercise a part of their lives. Removing students from the morning motorised commute alleviates congestion.

New development is not being well planned either by location, integration or internal design. Agricultural and aquifer recharge lands must be preserved. Development should not be sited on areas prone to flooding or sea level rise. Developments must offer true connectivity and encouragement of all transport modes. Sustainable, green and economical must all be added to and balanced in making development decisions.

P25: Given demands on resources, do you support the priorities identified above? Why?

No, for the reasons cited above and following. AT infrastructure must be prioritised to offer value for money and real transport choice for all. The painting over of cycle lanes after the quakes has had a negative impact on all road users. Cyclists have been discouraged and their lives threatened. Motorists have found that more people forced into cars has not allowed the hoped for congestion benefits to be realised.

Allocating resources to AT can economically reduce congestion and free up resources for application to better value for money options.

P27: There is no perfect number of Recovery Plans, so if you think we need other Plans tell us what and why.

Whether a new plan or a component of this strategy is created a Transport Recovery Plan is needed. The draft RLTS now being offered from ECan is hobbled by the central Government Policy Statement (GPS) on Transport and is unable to meet public needs and preference for true mode

choice. The CERA legislation provides the flexibility to provide world class infrastructure unimpeded by the GPS.

All levels of government need to work together to insure that all transport modes are supported and integrated. The emphasis needs to be on sustainable AT and public transport well integrated with development decision making.

There is clearly demonstrated public support for an emphasis on AT and this enthusiasm can be built upon to the benefit of all road users, the economy and the environment. Choosing to pursue business as usual stifles the local economy and the public's emerging acceptance of transport modes which are quickly becoming the obvious choices for a sustainable future.

P43: What will ensure decision-makers deliver the recovery we want, as soon as we need it, at a cost we can afford?

- Early and ongoing engagement with the community. This needed to be done to create this strategy. All groups and general public included.
- Openness and genuine inclusion of good ideas. If it makes sense, delivers better value for money and meets people's transport and other needs it needs to be included.
- Reporting on a regular basis. The CERA weekly emails are a good start.
- Transparency. Full disclosure of priorities, projects, schedules, budgets, contracting. This can be done online and links provided weekly via media and e letter.
- No groups on the 'inside track' with undue influence.

P45: What else needs to be assessed when monitoring the Recovery Strategy?

Set real measurable targets. 80% of local authorities liking something only measures acceptance of the status quo.

Measure increases in cycling, walking, public transport use, greater numbers of students using AT and PT, reduced travel times at peak hours, increased worker productivity due to less absenteeism, less road projects and maintenance funding required as fewer cars and trucks are required, improved public health due to pollution reduction and a fitter population, fewer road fatalities due to less congestion and better enforcement, improved water quality from less roadway run off.

P45: Are there other circumstances in which a review of the Recovery Strategy may be required?

Is it delivering the outcomes in a timely and value for money fashion? Is public participation and support forthcoming? Have there been new social, economic or natural events which demand addressing? Have government identified new or changed circumstances or approaches which need to be integrated? All of these and ones yet to be imagined will require review and response. Regular programme and project review are required if we are to learn from our mistakes and our successes.

Conclusion

CERA has a rare opportunity to deliver well designed future proofed integrated urban, suburban and rural communities. The Share an Idea process has shown that many Cantabrians welcome increasing genuine transport mode choice, desire people centred communities, value a sustainable green natural environment and are prepared to be active in public policy decision making when given the opportunity.

This strategy does little more than to seek returning us to a past which can no longer meet current needs and will thwart attempts to adapt to changed conditions. Clearly, we can and must do better.

Personal Details Removed

* Metro Sports Facility

Budget 80-120 million

Same size Olympic pools exactly like Q2 as if we were to host the 2026 Commonwealth Games – indoor pools.

Must consider code of standards on Commonwealth Games website.

Build two indoor netball and basketball courts, roller skating and skateboard park. Netball baskets for youth.

Plus outdoor lighting and toilet facilities.

Playground concept. Gym facilities and sport medical rooms.

Public can buy or donate specific equipment or tiles.

* New Regent Street

To develop into a film set for a children's Television Program.

Restore the waterways for rowing.

Restore or rebuild their facilities.

Build a lake to promote rowing.

Build a 25 metre 12 lane pool in New Brighton – indoor – start 2013.

* Restore Antique Clock in Victoria Street

* Nationwide Code of standards for all staff and public toilet facilities.

Transport

- Around the inner circle of the city light tram rail – 6pm Restaurant run shoppers train
- Key location – New Brighton Train no overhead electric cables – could be Diesel – Holiday Train – Workers – family run
- Key location – Town – University – Hospital – Airport – no overhead electric cables. This must be a fast train.
- Key location – Town – Kaiapoi – Rangiora
- Key location – Town – Selwyn District
- Build a rail museum
- Build a transport depot
- Key location – Town – Lyttelton passengers, workers, goods
- Bus to outer areas

Note 1. Because of the cost
 2. Supply of electricity
 May have to consider diesel

Note The first train runs should be New Brighton and Lyttelton – both New Brighton and Lyttelton were badly damaged. This would help develop Tourism and trade.

Note * Urgent to be done

No to the Convention Centre till 2022. Other projects to be done first.

No to big green area in the square as it will limit events – Cathedral Square

Consider moving the Christchurch Cathedral forward so the back could be developed into a festival area towards Latimer Square.

One big pond in Cathedral Square with sprays of water in memory of the lives lost in the February Earthquake.

No to a Stadium at Metro Sports facility wrong location. Should be out of city eg Johns Road.

Must have council run parking areas close to town for the elderly who do not have disabled stickers but still can not walk too far.

* Restore or Rebuild carpark at Christchurch Hospital – Public Carpark

Restore footbridge across from Avon Boat Sheds located near Christchurch Public Hospital.

Would like Community kitchen for hire, Cashel Street, Cathedral Square, New Regent Street. Could have cooking demonstrations, out door seating will bring community in to town.

Victoria Square

Victoria Square is very important to the rebuild. Develop a market across from farmers space.

The Art and Entertainment area near the hotel next to the town hall to be pulled down erect a curved brick and glass wall out of recycled bricks and glass. This will act as a backdrop from wind and traffic noise.

Build an outdoor covered stage with a puppet stage as well. It will have Maori carvings. Talks must be held with na mata Whaka on design and how things should be done. The stage must be big enough so you could put on small childrens plays, school events, dance groups, ballet, school orchestra. This area will be used a lot by community groups. Half curved brick seating.

Must have lighting/sound.

Stage area can be locked at night.

Bring colour to the fountain.

The fountains by the Town Hall to remain.

Longterm would like to see Town Hall repaired but this will depend on other projects, timeline and cost.

Safety

The community must feel safe. You are also asking myself and others to send our family back into the city to work, go to school, university, polytechnic, meet friends, do business or collect products or services.

My family and work mates saw people die in the streets. My son was trapped in the city. We have to feel safe. This will take a long time.

This will be achieved by:

1. Wider streets
2. Low buildings
3. Advertise safety
4. Promote fire drill
5. Promote civil defence
6. Higher safety standards
7. Higher building safety standards
8. Better design of city
9. Better design of buildings

Fun

Bring back:

- Teddy bear picnic
- Magic shop
- Costume shop
- New Brighton Fire Works Display
- Oldest bookshop
- Wizard
- Town Crier, Chess
- Other events

Limited Risk

To limit the loss of sport facilities and lives if we were to have another big earthquake over the next fifty years. And to increase our ability to obtain insurance for sport, business, house, facilities and lives. Key sport facilities, business and housing need to be spread over Canterbury not just to the city scene.

Our long term goal

To attract international visitors back into our city. To slow down the excess of qualified workforce overseas. To obtain international investment in Canterbury. To develop our knowledge economy. To develop the Canterbury film and music industry. To develop our export earnings.

Things to consider

To spread the burden, to help with development of Christchurch, Waimakariri, Selwyn District. They may need to consider amalgamation into one council. This will spread the rate burden more evenly. Develop our art industry. And help with rebuilding of Canterbury. The bottom line it is about creating jobs and wealth. To help the community maintain a high standard of living. To have fun and spend more time with our families.

Homes

To attract community back into the centre of Christchurch. The Christchurch City Council plus investors should consider buying up blocks of land and lease the land. People can build on the land. Many will have the equity to build quality homes but not enough equity to buy the land as well. They must have the option to buy the land at anytime. Leases shall be renewed in 15 years. They must be leased at market rates.

Draft Recovery Strategy for greater Christchurch

Submission to CERA

Preface

It is important to remember that no Government nor Local Authority had a Disaster Recovery Plan (nor Strategy, come to that) prior to 4 September 2010 and immediately following, both the Government and the Christchurch City Council were caught out and found then wanting to lesser and greater degrees.

By 18 February 2011, the level of community discontent at the lack of action and, probably even worse ... communication, from the Council and EQC had risen to spill-over point and a hasty “Mega Briefing” was called. That briefing did virtually nothing to allay community concerns and the repercussions of that were stifled only by the earthquake on 22 February.

So much changed that day but one thing didn't. Christchurch communities. Those that had already arisen, most notable the Avonside Residents which spurred the creation of CANcern, were joined by several others now also in badly affected Eastern suburbs.

In the Hagley Ferrymead Community Ward, those community groups mostly already existed but now had to come out to advocate for their communities and their rights. This reaction has been called, “Resilience.” But in fact, left to their own devices, communities had no choice. Local Civil Defence had failed to show at Sector Posts on both occasions. Residents were confronted by bands of fully-kitted USAR teams checking properties, then nothing.

Remember the port-a-loos debacle? Some (now red-zoned residents) have had functional sewage for only 10 days since 4 September! Some have still not had the full EQC assessment.

The Christchurch business community was similarly left to their own devices and has formed several strong interest groups. They too quickly found their own feet – heading west! So, the way things stand at the moment, residents and businesses are “keeping calm and carrying on”.

A new approach (p15)

The first thing CERA should do is realise and recognise that residents in the (mostly) Eastern suburbs are sick (very often literally) and tired of the whole thing. They have lost any sense or feeling of trust and confidence in authorities. Dealing with the EQC has invariably doubled the stress of coping with on-going earthquakes.

It is unfortunate that CERA'S Recovery Strategy has come out **after** the Christchurch City Council has been charged with creating the Central City Plan because there's the danger that the CCP is being developed in isolation of those for the enveloping communities. Failure to recognise communities outside the 4 Avenues as being the prospective employees, customers, clients and patrons of a rebuilt Central City is unwise and the involvement of the Suburban Strategy Project might be perceived as Council-encouraged suburbanisation while having no mandated (funded) outcome in any case.

Instead of the “traditional” CBD-outwards thinking, it is encouraging to see that CERA is considering the reverse.

The “Have Your Say” hoopla of expo’s and lavish public relations campaign have resulted in 106,000 ideas. But the quality of them? By contrast, CERA has elected to deliver a Summary of the Draft Strategy to every letterbox with a reply-paid mechanism for individual response. Community workshops have been undertaken and this consultation process may well produce a more effective result, far less expensive as well.

Priorities (p24)

The first thing resilient communities need is a place to meet. First strike on 4 September and 22 February were Community Centres and Libraries. 8 months on, most communities in the Hagley Ferrymead Ward do not have a viable community centre or library.

CERA’s recognition in this section that **(The Strategy is to) Prioritise the safety and wellbeing of people by: enabling people particularly the most vulnerable to access support:** Prioritising the establishment of communities centres or repairing/replacing them and libraries has been a failure of the Council and one that has been impacted availability of any appropriate community facility for holding community meetings ... starting with the post-quake briefings ... and most recently experience by CERA.

The Strategy’s example of **“high priority/high-use/multipurpose community services and facilities** will be widely applauded. As will the further examples of **sports facilities and performing arts venues** located in Eastern suburbs.

Methods to achieve the vision and goals (p27)

The proposal by CERA to “think beyond the Act” in consideration of preparing specific recovery plans as may be necessary is very much supported, especially as they relate to public confidence.

The Recovery Plans and Programme (p28)

Building Community Resilience Programme refers to a programme that was, in fact, the initiative of the Sumner Community Group (now merged into the Sumner Residents Association Inc.) because which of those organisations represented in the **“Who?”** Paragraph, other than the (bless them) Sumner Volunteer Fire Service was there for the residents post-22 February? Sumner Lifeboat crew were also on the spot.

Sumner, in particular, is unique in fact by having the Sumner Lifeboat Station in the community and this resource is under-utilised as an emergency response unit beyond its marine purpose. On 22 February, they became an emergency communications centre.

Unfortunately the 25 year old Sumner Lifeboat call-out siren which was located on the former Community Centre (refer above) was rendered out of commission. Lifeboat crew are called on pagers. In another power-out emergency with cellphone towers down, that won’t be possible.

Should it be within CERA’s scope of power to direct that the Sumner Lifeboat’s siren be installed on their building with urgency, the siren could also be adapted as a tsunami warning which would

provide considerable comfort to the Sumner community as they were promised a warning siren system by the Mayor in person at the Residents Association's AGM two years ago.

The Lifeboat volunteer call siren sounds for 40 seconds. As a tsunami warning, it could be adapted to sound as a continuous "wail" sound – as it was an air raid warning, brought from England.

The SLB Station could also serve as the Neighbourhood Emergency Response centre and, in the event of another emergency that (again) cuts the sole road access in and out (Evans Pass is closed), the Sumner Life Boat craft is designed as a waterborne ambulance and could easily be registered as such. It could also serve Redcliffs and Mt Pleasant as they have boat ramps.

Education Renewal Recovery Plan

Many school children within the Hagley Ferrymead ward, their families, school staff and schools themselves have been severely impacted by the earthquakes. CERA's Draft Strategy refers to the need for **"A plan (that) develops as future learning network of innovative and cost-effective education, from early learning to tertiary, to give Canterbury a distinctive advantage; socially, culturally and economically."**

In this regard, CERA should request the Ministry of Education to urgently reconsider its methodology of funding Christchurch schools, particularly in the Eastern suburbs, on a per-head basis and consider that the forced staffing cuts will highly likely affect the children of today who are the Christchurch adults of tomorrow.

The Recovery Plans and programmes (p30)

Translating the Strategy into specific plans will undoubtedly be the most daunting and challenging task set any organisation, quite possibly in the nation's history!

PLEASE ensure the plans relating to the public at large are written in plain English.

Communications from Orion are a guide to that and it's excellent to see this is the intention ... p41
Keep it simple.

Some examples of response ... Regional and Local authorities respond by: (p47)

"initiating local civil defence responses, including setting up community welfare centres ..."

As previously discussed, Christchurch Civil Defence failed, particularly on 22 February, and the establishment of Community Centres and prioritising the inspection of them post-disaster will help overcome that, especially with locals trained under the NERT scheme.

Websites are useless with power outages and a magnetised list of emergency contacts should be delivered to each household for attachment to their fridge, with space to write in local contacts.

Social (etc) Recovery plans ... (p53)

Much to the health cost of many residents in the worst affected suburbs, communication and care-contact with them has been largely non-existent. It's time consuming and, therefore probably expensive, but teams of qualified people need to visit these people to not only check on their welfare

but assist them to overcome any practical difficulties further causing stress ... most spectacularly in this case, it's dealing with EQC.

Sports, Recreation, Arts and Culture Programmes

The last development of any recreational outlet in the Eastern suburbs was in the 1970's. With QE11, Cowles Stadium and the Centennial Pool out of action, there is nowhere in the East which has never had a performing arts venue either.

Please prioritise the establishment of these venues in Eastern suburbs. ... a rowing lake at Kerrs Reach and (formerly) Porritt Park?

Green Zone Land Remediation & House Repair/Rebuild Programme

This programme has already begun, led by EQC. Their full assessment of damage to my property resulted in a 3 page complaint and a subsequent full assessment by EQR revealed far more significant damage. I was told to prepare to move out for six weeks, in six weeks time. I'm now told to hold on until after Christmas. CERA taking the lead? Yes please.

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WRITTEN COMMENT ON DRAFT RECOVERY STRATEGY FOR GREATER CHRISTCHURCH –AS IT RELATES TO SUMNER

Introduction

The following written comment was prepared by some local residents of the Sumner community in an attempt to outline the challenges facing this area and how the draft CERA Recovery Strategy relates to our local recovery efforts.

The key points are summarised as follows:

- We are a community that has organised well in response to the earthquake events of 2010-11.
- The recovery efforts of this community have been praised and the capacity to produce a community-led recovery plan for the village centre officially recognised by Christchurch City Council.¹
- We are one of many communities with concerns for how local authorities plan to enable the integration of local recovery efforts with the provision of public services and infrastructure, particularly under the guidance of CERA and the proposed Recovery Strategy, Plans and Programmes.
- We have some well-developed thinking on how the draft Recovery Strategy relates to the Sumner area and its surrounding environment.

The key outcomes we seek are:

- Clear and binding tools to guide and empower collaborative recovery initiatives with communities working together *alongside* local authorities.
- The opportunity to participate in determining a mutually agreeable process for shaping recovery plans and programmes *alongside* local authorities
- Meaningful engagement and an enabling approach to integrating local knowledge, energy and vision for implementing the Recovery Strategy, Plans and Programmes

Background

For the first few weeks after the February 22 earthquake, realising that the authorities were occupied with the destruction of the Christchurch CBD, residents of Sumner organised themselves to start the recovery process to assist those more in need and to be ready in case of a new seismic event. The Sumner Community Hub was set up to provide information, distribute supplies and run volunteer classes for local school children for nearly a month. Many people have since commented on the value of that effort in terms of the social service it provided, and the cohesion it enabled amongst this community.

On 15 March 2011 a public meeting was held, attracting several hundred attendees and inviting members of the community to join special interest sub-groups to get involved in Sumner's recovery. This included a number of pre-existing groups that were known to exist and able to participate in the meeting (e.g. a local community gardening group). The two large earthquake events on June 13 had a significant effect on a localised area around Sumner, again triggering the need for a locally organised and otherwise community-funded response. The effect of these events and the notable lack of support from formal authorities further emphasised the

need for a consolidated effort to support local residents and community groups in providing for their own safety and wellbeing.

¹ For official minutes see the following link:

<http://www1.ccc.govt.nz/council/proceedings/2011/august/cnclcover11th/2.draftcouncilmins23june2011.pdf>

The geographical isolation of this area means that members of this community now have to make arrange of significant decisions about the way we live and how the current settlement functions now and into the future. Community groups and local residents are continuing to support each other and work together in order to address these concerns. Some strong examples of this are:

- A new-look Sumner Residents' Association opening its functions to include active efforts to develop social networks and communication channels – both within the Sumner area and our connections with greater Christchurch;
- The effect of outreach efforts led by the Sumner Urban Design Group (for example) to extend support to the neighbouring communities of Redcliffs and Mt. Pleasant in particular, but also engaging with support from around New Zealand;
- Anecdotal evidence suggesting this community is more cohesive, and passionate about regenerating Sumner – all the usual stories of a 'resilient community spirit'.

Challenges

The recovery efforts of this community have been praised and the capacity to produce a community led recovery plan for the village centre officially recognised by Christchurch City Council. Despite this recognition and the capacity to act on locally-developed recovery initiatives, disappointingly little progress has been made. Various attempts have and will continue to be made to at least take steps towards enabling temporary solutions for the provision of community services and facilities. These have been stifled by the lack of communication, resourcing and capacity of local authorities, in particular the Christchurch City Council. Examples include the lack of procedural clarity, communication and understanding about how to facilitate a quick and simple process for regenerating the Sumner Community Centre site. The capacity of local residents, collectives and communities to act in the most simple of manners has been stalled by CCC, despite a clear willingness to work alongside local authorities (e.g. a temporary use catering for a range of local interests, including pre-existing needs and a vision for regenerating the site in the long term).

The internal processes of local authorities are continuously playing catch-up with localised initiatives. A simple solution might be to have strategy and planning staff stop preparing internal documentation and start working with the people they administer public services and facilities for. The over-arching control of central city staff also overshadows and tends to contradict the views expressed by Community Board staff, further complicating and even undermining the capability of more localised public service providers. Although it is clear all of the more heavily affected communities are in similar situations, there is a distinct lack of support for the extensive level of civically-minded organisation occurring in Sumner. This is confounded by the lack of effective and meaningful community engagement by CERA and local authorities on all matters of the recovery process.

In the absence of a clear process for guiding the coordination of recovery efforts and activities, local and central government authorities continue to ignore the potential of collaboration with

businesses and non-governmental organisations. Collaboration and effective community engagement will increase the capacity of all greater Christchurch communities to respond to local issues.

Key Issues

For Sumner, some of the key issues are the following:

Built Environment:

- Significant disruption, instability and uncertainty of access and the connection of core infrastructure to city-wide networks (roads, water, power, sewerage);
- Extensive damage to services, infrastructure and facilities in hill areas;
- Loss of buildings in commercial area/village;
- Loss of community facilities.

Natural Environment:

- Poor ecological health of waterways, the Estuary and our coastal environment;
- Extensive loss of access to recreational opportunities that were a prominent feature of our local natural environment enjoyed by many greater Christchurch residents;
- Long term effects of sea-level rise, climate change and other coastal hazards.

Social:

- Loss of community services (e.g. Sumner Library);
- Lack of support for socially-orientated initiatives arising post-earthquake.

Economic:

- Loss of buildings in commercial centre;
- Loss of business activity brought about by those no longer living in Sumner;
- Long term concerns about increasing cost of living for the low and middle income demographic of this community.

Community:

- Lack of recognition for the unique set of challenges we face in this area;
- Lack of support for binding local recovery initiatives and efforts to local authorities (i.e. an 'enabling framework' is missing);
- Lack of provisions and support for locally organised, temporary solutions and immediate-short-term recovery actions.

Response to the draft Recovery Strategy

We are one of many communities in greater Christchurch with concerns for how CERA and local authorities plan to enable the integration of business/non-government organisation/not-for-profit recovery efforts with the provision of public services and infrastructure. There appears to be a lack of clear provisions for ensuring efficient and effective public sector collaboration, engagement and integration with the private and community sectors. In the absence of such provisions there is a risk in many communities of excluding substantial local knowledge, vision and energy for enabling the long term resilience and sustainability of recovery efforts.

Recovery Plans for guiding heavily affected area recovery and collaboration:

The Recovery Strategy lacks a stand alone plan for guiding collaboration and community engagement in heavily affected areas other than the Central City. Without this, the guiding principles outlined in section 9 of the draft will be given little effect, as has been the case to date to an alarming extent. We are requesting that the Recovery Strategy installs a statutory planning tool between the Recovery Strategy and the proposed Recovery Plans and Programmes to guide collaboration between CCC, CERA and Community Board staff, local elected representatives, community and recreational organisations, public institutions and local residents in specific areas of greater Christchurch. The intention is to decrease the gap between decision makers, communities and the subsequent effects on local environments.

A likely area capturing Sumner would include the catchments of the suburbs and hill areas between Taylors Mistake and the Heathcote Valley (i.e. 'South-Eastern Port Hills and Coastal Suburbs'). Community Boards appear to be the existing layer of governance suitable for empowerment to these ends, or ideally realigned to fit appropriate catchment-relevant areas. Either way, retaining organisations with democratically-elected representation is crucial. An example of this type of area-wide collaboration occurring is the 'Coastal Communities' group (developing a Coastal Walkway and Cycleway from Scarborough Beach to Ferrymead and beyond). The project plans and scope of these provisions would be developed in full cooperation with the various entities above and would be an effective way of ensuring efficient and meaningful implementation of the various plans and programmes currently proposed in the draft Recovery Strategy.

Provisions to support transitional and temporary recovery efforts:

Much like the provisions drafted in the proposed Central City Plan (volume 1, pp115-118), local areas too need a mechanism for supporting community-based adaptations, appropriations and initiatives for providing temporary solutions along the recovery process – e.g. 'Greening the Rubble + Gap Filler' and temporary installation projects on public land.

Lack of guidance around effects on coastal communities and environments – natural environment in general:

Despite CERA's jurisdiction extending to the Coastal Marine Area, there are a lack of clear provisions for restoring and enhancing the values associated with our coastal environment, as well as taking steps to prepare these areas for the mid-long term effects of coastal hazards. We suggest that all recovery plans have to consider the effect of proposed activities on the coastal environment and collaborate with coastal communities in the implementation of such provisions.

This approach complements the proposed Canterbury Regional Policy Statement 2011 which provides for coastal strategies to guide an integrated and strategic approach to coastal management. There is also no recovery plan that clearly sets out the steps required to adapt resource and environmental management programmes to the clear changes occurring in the natural environment. Without due process to gain a clear and comprehensive understanding of the landscape systems and patterns we are subjected to as a settlement, then there is little chance of inspiring confidence in the minds of citizens as to the long-term habitation of particular areas in the city. Applying the principle of precaution is important in this respect.

Concluding comments

Overall, we acknowledge the efforts of CERA staff in collating the draft Recovery Strategy. We would like to stress the view that two key mechanisms are missing;

1. Comprehensive analysis and understanding of landscape and coastal dynamics with respect to long-term horizons (i.e. future generations; 50-100 years) that will affect the quality of decisions being made in the short term on the viability of future settlement patterns
2. Procedural guidance for maximising the potential of collaborative, area-based implementation methods – enabling local residents and communities to work alongside local authorities.

It is clear to a number of those involved in the community groups operating in Sumner that we are well-advanced in the process of gathering input and developing the social cohesion that is critical to enabling open, inclusive and meaningful participation in a disaster recovery situation. Some local groups are already using this capacity to support recovery efforts in areas outside of Sumner. Supporting the progress we have made here will only further develop our ability to share our lessons and extend this support on a city-wide level and beyond.

CERA Draft Recovery Strategy for Greater Christchurch – comments

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Q 1 What we've learnt.

The earthquakes have highlighted that our society and economy exist within the context of the natural environment. This can be a limitation, with the need to recognise and work with potential hazards, including those associated with climate change, as noted in section 1.3 in the last lesson on the list.

However, the natural environment also offers opportunities. We suggest that *“learning to work with the natural environment, and not against it”* be identified as a lesson and be placed near the top of the list.

The importance of community resilience is a clear lesson, which seems to be absent from the list. We suggest adding *“valuing and supporting the development of more resilient communities in the future.”* This is reflected in the goals but should be clearly spelled out in the list of lessons.

Q.2 Vision and goals

It is pleasing to see the vision statement include reference to future generations. It is vital that recovery takes a long term sustainable approach, and does not allow short term economic gain for a few, at the expense of future generations.

There should be much stronger recognition of the importance of the natural environment and the need for an integrated approach.

The goal 3.3.4 (p.19) should read *“restore and enhance the natural environment....”* and should be the first goal on the list. Even if the order of the goals is not intended to indicate priorities, by placing goals relating to the natural environment last, it makes it seem an afterthought and something which will be overlooked. Valuing and sustainably managing our environment should be the first consideration.

Q. 4 Recovery Plans and principles

All recovery activities will take place within the context of the natural environment and it is essential that environmental considerations be integrated into all decision making processes.

We ask that a Natural Environment Recovery Plan be prepared as part of the Recovery Strategy and suggest the inclusion of the following statement in section 7.2 of the Strategy:

Natural Environment Recovery Plan

What? *A plan to ensure the integration of environmental considerations into all recovery activities and decision making, with a focus on restoring and enhancing the natural environment using best management practices.*

Who? *Led by ECan, CCC, SDC, WDC and CERA, in consultation with Ngāi Tahu and other community stakeholders.*

When? *Draft prepared by April 2012.*

The list of principles in section 9.1 should include the precautionary principle, included in the Rio Declaration in 1992 as Principle 15.

The following statement should be added to section 9.1 (p.41):

Precautionary principle - where there are threats of serious or irreversible damage, lack of full scientific certainty shall not be used as a reason for postponing cost-effective measures to prevent environmental degradation.

New Zealand is a party to the multilateral environmental agreements that resulted from the Earth Summit in 1992. One of these, the Rio Declaration on Environment and Development, describes states' obligations for promoting the principle of sustainable development. This principle involves managing resources in a way that provides for our needs in using those resources, as well as providing for their protection – both for their inherent value, and to preserve mankind's future interests in them. (<http://www.mfe.govt.nz/laws/meas/>)

The Recovery Strategy provides an opportunity to articulate New Zealand's commitment to sustainable development and the precautionary principle. Including this principle in the Strategy would recognise that once the natural environment has been significantly degraded it can be very difficult, if not impossible, to restore that environment to health.

Q. 7 Keeping track of progress

Section 10.1 (p.45) mentions that indicators for Recovery Strategy will be developed to measure progress.

Ecological health indicators must be included, and if having adverse impacts on the ecological health of Christchurch then action must be taken avoid and remedy All costs of development, including all environmental recognised, measured and be borne by those who reap not by the wider community and future generations.

Other comments

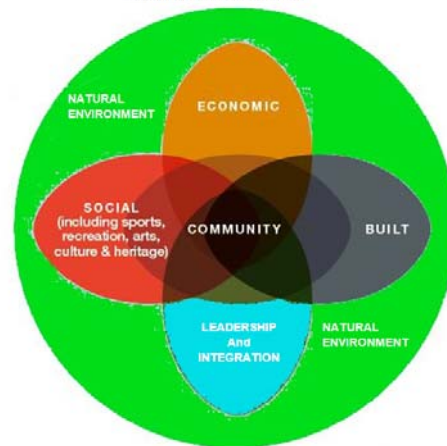
The current diagram gives insufficient weight to the importance of the natural environment. Our preference would be for a version of a strong sustainability diagram. This would clearly reinforce everything sits within the context of the natural environment.

However, as a second preference, the current could be adapted by replacing the blue outer circle with a green outer circle depicting the natural environment. The green 'petal' would become blue and depict leadership and integration.

This would show that the Social, Economic and Built themes lie within the natural environment and that positive recovery will be underpinned by good leadership and integration.



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that

diagram

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Submission on CERA draft Recovery Strategy

Introduction

At the Cross Party Forum (and when submitting on the CCC's draft City Plan) I asked that all of the elected representatives in the greater Christchurch area (mayors, councillors, community board members and MPs), along with community networks, community leaders & business leaders, be given the opportunity to meet to discuss and provide input into the draft Central City Plan and the draft Recovery Strategy. I have found considerable support for the idea among those who would be invited to attend such a meeting, but no response has been forthcoming from the CCC or the government. This means that there is no opportunity for those who have been directly engaging with affected communities to provide input into these planning processes other than by way of written and/or a 5 minute oral submission. There are many people in Christchurch who do not care about these plans and strategies, because they spend most of their time following up with EQC, their insurer, their respective PMOs, CERA or all of the above. For people zoned white or orange, (whether or not they were re-zoned on Friday), submitting on a recovery plan or strategy could not be further removed from their reality.

The process for the development of the draft Recovery Strategy was supposed to include one or more public hearings, at which members of the public may appear and be heard. This has been omitted from the process altogether and it is not clear why. But given that the people I am talking about would not have turned up to make a submission, it reinforces the need to engage with the representatives of these communities to ensure that their voice is not lost in the planning process.

On Page 5 the image that accompanies the Executive Summary identifies a problem – the picture has the four arms of the recovery process, the economic, social, natural and built environments – but instead of the community at the centre, it has the recovery vision statement.

Everything seems to be top-down or back to front. This is reinforced when one considers the legislation, which says:

The Recovery Strategy is an overarching, long-term strategy for the reconstruction, rebuilding, and recovery of greater Christchurch, and may (without limitation) include provisions to address—

- *(a) the areas where rebuilding or other redevelopment may or may not occur, and the possible sequencing of rebuilding or other redevelopment:*
- *(b) the location of existing and future infrastructure and the possible sequencing of repairs, rebuilding, and reconstruction:*
- *(c) the nature of the Recovery Plans that may need to be developed and the relationship between the plans:*
- *(d) any additional matters to be addressed in particular Recovery Plans, including who should lead the development of the plans.*

The legislation talks of sequencing, which I would say was vital to recovery. However the Central City Plan is being developed ahead of the Recovery Strategy. Although the Act allows for a plan to be signed off before the Recovery Strategy is in place, it is illogical that

something so fundamental could be concluded ahead of the overarching direction the Recovery strategy is meant to provide.

I have attached a copy of The Queenslander, which is the Queensland Reconstruction Authority's Recovery Strategy for the State. It has a much better shape to it and I recommend that it be taken into account in the next iteration.

Disconnect between Central City Planning and Recovery Strategy

When I made my submission to the CCC's draft Central City Plan I noted how the "Share an Idea" process had captured the public imagination. I believe that the CERA process on the draft Recovery Strategy has suffered from not being connected to the sense of excitement this process generated.

This is the fault of the Canterbury Earthquake Recovery Act (the Act), because it separates the recovery planning process for the CBD from the recovery planning for greater Christchurch. But it could have been avoided by CERA joining forces with the CCC and using the Share an Idea process to stimulate interest in the broader Recovery Strategy. It actually makes no sense to allow for the 'disconnect' that has occurred between the CBD and the rest of the city. The truth is that separating the planning for the CBD and the rest of the city has created an artificial boundary – a heart has no function in isolation to the body.

This is why leadership is so vital in recovery. The legislation may not require CERA to engage with the community, but it doesn't prohibit CERA from doing so. The legislation may require the CCC to lead one process and CERA another, but it doesn't prohibit the two organisations sitting down and working out a sensible collaborative strategy to get the most out of the inter-action with the community and to minimise the risk of disillusionment and consultation-fatigue (which happens when people cannot see their views reflected in the plan or strategy). Feedback loops are an important element of any consultation process, but there is nothing joined up about the CCC and CERA processes.

What we need to know

As I highlighted to the Council, it is virtually impossible to be clear about the shape of the city centre ahead of a comprehensive recovery strategy, which includes things like an integrated transport strategy, that provides direction about the rebuilding of a range of facilities like QEII, that details the location of future residential developments and provides a clear direction from central government about the future of the red zoned residential properties that reflect the retreat from our waterways and wetlands.

The lack of geotechnical information to support the Central City plan is also a major flaw. In the residential communities the government has identified areas that will not be rebuilt for a range of reasons that revolve around the thickness of the crust, the risk of lateral spread, the cost of strengthening the land and the time that it would take to replace all the infrastructure and buildings.

These issues are similar in the CBD only this time we are talking about commercial properties that need to earn a rate of return for their owners. The number one guiding principle of the draft Central City Plan is to foster business investment, so it is vital that the issues like the cost of rebuilding to new standards and/or moving away from areas of high risk are addressed from the outset. I remain concerned that the Council will produce a wonderful plan but that there will be insufficient developers prepared to reinvest in rebuilding on their existing sites due to the potential risks, inability to insure or costs of

insurance (large excesses) and the increased costs of rebuilding associated with new standards.

The flaw in the Central City plan is repeated in the draft Recovery Strategy. There is a need for a lot more access to geo-technical information and to have it explained in plain language so people understand what is happening.

I believe the Recovery Strategy should have clear and detailed information about the challenges that are faced, both in terms of the geo-technical issues and the new-found seismic risk – what is known and also what remains unknown (e.g. length of aftershocks). An explanation about what impact these elements have on the recovery would be very helpful.

The Goals

The goals are like ‘motherhood and apple-pie’ but they need to be linked back to the image of the four environments centred on the community. I would much rather have a discussion with the people working on the next iteration about how I think this section could be better framed and how Chapters 9 & 10 could be brought forward to lead into this Chapter.

Phasing and Pace of Recovery

A much more detailed and ambitious timeline is required.

Priorities & opportunities for early wins

I warn of the risks of not addressing the needs of people who need some certainty. Numbers do not indicate the quality of the response.

Other Plans recognised in the Draft Recovery Strategy

***Develop an Economic Recovery Plan to provide a framework for recovery to ensure the future economic prosperity of the region by identifying and maximising the benefits of growth-enhancing activities; and
Optimise public and private investment in the rebuild by developing a holistic approach in a Finance and Funding Recovery Plan and set investment priorities.***

I support this concept. I was surprised that the Central City Plan did not regard the business and commercial interests as having stakeholder status in the planning process. They were required to make submissions like any other group. The Council should have been engaging with all stakeholders from the moment the emergency was over. It reinforces the lack of understanding of international best practice.

Support individuals and communities including the most vulnerable, by providing comprehensive and co-ordinated support; developing new and innovative models of service delivery; building resilience, leadership and capacity so local communities can play a key role in recovery.

Develop and implement policies for the “worst affected suburbs” based on geotechnical and area-wide land assessments, to provide options for homeowners to find new homes and recover.

Take the opportunity to find creative solutions and implement innovative ways of delivering more effective and efficient government services.

This is nonsense and written by someone who has never researched community development. There is nothing that better prepares a community for a disaster than a well-resourced community with strong community leadership, trusted relationships between that leadership, the community and the local authority and good communication channels. And as for describing communities as suburbs, that is part of the problem not the solution. You cannot develop and implement policies to provide options, when you haven't engaged with the community.

There are many people living in difficult conditions, facing an unpalatable offer from the government that they don't fully comprehend the reasons for and being told that they cannot complain as that shows they are ungrateful for the generosity of the taxpayers who will fund the government's contribution to the recovery. And there are others who have no idea why their property is zoned green and their neighbour's land is red-zoned. And there are those in limbo still – 12 months on from the earthquake that did their community the most damage!

If you truly want to build resilient communities then look no further than the model provided by the community development in Aranui. They are well-prepared for owning their recovery as they have a vehicle to represent the collective community voice in the Aranui Community Trust – ACTIS – and ACTIS is used to being a decision-maker in partnership with central and local government. They have paid staff, a strong governance board and a physical base that belongs to the community. It has been modelling community development for 10 years now. Since the earthquake they have organised weekly then fortnightly hub meetings so that all the community groups, churches and NGOs know who is doing what – this isn't something they have been asked to do; they simply knew it needed to be done.

I have often asked myself why this model hasn't been replicated throughout New Zealand. And I believe that the answer is that they were a pilot for a form of funding that governments instinctively don't like – devolved funding.

When the Strengthening Communities Action Fund (SCAF) pilot did not lead to an on-going programme of funding, I think a number of people were pleased that it was over. But it wasn't over in Aranui and they will benefit from that. And now government must re-learn that model, because it is the model that works; all the international experience says so. I suggest that you include a reference to the Ottawa Charter:

Health promotion works through concrete and effective community action in setting priorities, making decisions, planning strategies and implementing them to achieve better health.

At the heart of this process is the empowerment of communities - their ownership and control of their own endeavours and destinies. Community development draws on existing human and material resources in the community to enhance self-help and social support, and to develop flexible systems for strengthening public participation in and direction of health matters. This requires full and continuous access to information, learning opportunities for health, as well as funding support.

This philosophy lies at the heart of disaster recovery and sadly it has been absent from a recovery process that has failed to understand the importance of information, communication, transparency, accountability, strategic planning, leadership and community engagement.

Develop a Land, Building and Infrastructure Recovery Plan to provide certainty in regard to the settlement pattern for greater Christchurch. This Plan identifies where, when and how rebuilding can occur including the tools to prioritise rebuilding, and where possible, enhancement of the built environment. It co-ordinates land remediation, house repair and rebuild, and infrastructure programmes for the Green Zone.

Sounds like a good idea. Why don't my constituents feel that they are a part of this planning process? Take a look in the mirror. Having the government make the decisions behind closed doors, leaking aspects of the decisions to smooth the way and then announcing the decisions to the media rather than face-to-face with the affected communities, fuels a level of resentment that has repercussions for our recovery as a city. People need to know they are being treated with respect.

If there is one thing that I have learned about recovery it is this, information is currency, communication is king. Communication, communication, communication – it is not possible to over-do this. The importance of frank and timely information – good news or bad – cannot be over-stated. Setting people's expectations to what is realistic is vital as well. Many people would be better prepared for the choices they need to make if they were not being told that their fears are unjustified and they are ungrateful as the offer they have received is a fair one. It isn't fair for all – but that is not the point; the point is that not one recipient has been engaged in the process that led the government to make the offer it has. I have not once called for consultation, because in a situation like this, it is not the answer; it is genuine community engagement that is required. If the affected communities had been engaged so that they understood the choices the government made and had been able to offer constructive ideas about the issues that would need to be considered to enable them to move on, then I know from all the literature I have read, one of two things would have happened – either the offer would have been modified or it would have been better received. There is wisdom in our communities that must be tapped for recovery to be successful.

Finalise a Central City Recovery Plan to guide the rebuilding and redevelopment of the central city of Christchurch (as defined by the four avenues) in accordance with community aspirations to improve urban design, public facilities, community services, commercial use, and create a vibrant heart.(Already commented on the disconnect between this strategy & the CBD plan)

Develop an Education Renewal Recovery Plan to reassess the provision of education, from early learning to tertiary, to achieve a future learning network that gives Canterbury social, cultural and economic advantages.

After discussing this at meetings with constituents it is clear that the Education Renewal Recovery Plan should lead the recovery planning. Education can deliver on all the principles for recovery and the goals that have been set for greater Christchurch. I will submit directly to the Ministry of Education & Tertiary Education Commission process, but it is worth mentioning here that it is a vital component of our city's recovery and presents major opportunities.

Develop a Built Heritage Recovery Plan to ensure that the built heritage remains an important part of greater Christchurch's identity and viable options for the future adaptive reuse and restoration of heritage buildings are considered.

It feels like we may be too late for this. What about our Natural Heritage Recovery Plan? The Travis Wetlands could be at the centre of a new tourist attraction and be part of our economic recovery as well as restoring our natural environment. Instead of four paragraphs that appear as an after-thought – the very last example in the Appendix – this should be up there with education in providing the lead in our journey to our new kind of normal.

Develop a programme to ensure an integrated and co-ordinated approach to addressing the needs and interests of NgaiTahu, ManaWhenua and Maori communities and to ensure such needs and interests are considered in each recovery plan.

I totally support this. But I would add a separate one that looks at vulnerable communities – e.g. people with disabilities.

Transport Planning

A Transport Recovery plan is the most obvious omission from the Recovery Strategy. In my submission on the Central City Plan I expressed concern that transport could be considered in isolation from the rest of the city. There needs to be an overarching transport strategy for the city and the CBD can be one of several hubs.

There is no point doing a little bit of light rail – it is either fully integrated into a network of public transport options – or it is not. I love the concept of light rail, but I need to know that it is the right choice for Christchurch, given the size of our population and the degree of subsidy it may entail. The facts need to be examined before such major decisions are made.

I believe that the Council needs to bring the management of the entire public transport network for the city back within its responsibility. The capacity to integrate timetables, interchanges and the Red Bus company's excellent infrastructure must surely be in the city's interests. The concept of competitive tendering which has sent Red Bus to other cities to make up for lost revenue (to outside bus companies) seems ridiculous given the challenges we face here.

There are other ways of ensuring that services remain competitive – e.g. benchmarking – and I believe it is time to have a bold transport plan for Christchurch. CERA could initiate the restoration of the full planning and delivery functions, with ECan retaining some oversight on how the outlying TLAs integrate public transport to the City.

My constituents generally use public transport and therefore it is vital to how the eastern suburbs connect with the city centre and also with the other side of town, without going through the city centre. There is considerable support for ring routes like the Orbiter.

Feeder services are important too. The loss of bus services in quake-stricken areas had a double-whammy effect especially where the local shopping mall was closed. The lack of any service down Gayhurst Road should be addressed, by using shuttle buses rather than

the large buses that cannot use the bridge. It is a serious problem that this has still not been addressed.

Safe cycle-ways, especially for school children, are all also imperative if we are to encourage this healthy way of getting to school. This may include over or underpasses to avoid busy roads e.g. Marshland Road.

Transparency& Accountability, the Principles of Recovery and Community Engagement

I am yet to understand why this draft Recovery Strategy ignores the CDEM resources which already provide a template for recovery planning. A simple reference to the recovery chapter of the Canterbury plan would have provided for the kind of transparency and accountability referenced in all the international literature; namely (I have paraphrased):

- The provision of accurate and timely information to affected communities;
- Full community engagement in the recovery process, which includes resourcing the community to participate with central and local government as partners in the recovery;
- Strategic planning that is sustainable and future-focused and which:
 - includes the early and systematic acquisition of impact assessment information and making that public;
 - identifies hazard vulnerabilities (whether they are pre-existing or exposed by the event) and mitigation measures, together with relevant costs;
 - engages with communities and works with stakeholders in establishing recovery plans and setting priorities;
 - seeks to build community resilience and reduce vulnerability to future events;
 - sets timelines, targets and milestones to measure performance.

The idea that the principles of recovery could have such little relevance to the recovery Strategy as to warrant their placement in Chapter 9 of a document with only ten chapters(that chapter dealing with accountability) sums up what is wrong. The words are right but they lack meaning.

These principles should have been guiding the recovery from the outset – not appear as the penultimate chapter in a document that wasn't released until a year after the first earthquake.

I keep hearing people use the language - like community engagement – in a way that suggests that they believe that it wastes precious time and stands in the way of decision-making. And that worries me. Community engagement does not delay decision-making; it strengthens it.

Decision-makers who engage with the affected communities and major stakeholders send a powerful message of trust and respect. When all the information is laid out and explanations of alternative approaches given, the reason for the decision that is taken is then at least understood. The community often produces ideas that are not immediately apparent to those tasked with writing plans and strategies and this can strengthen the process as well. And when consensus emerges then the decisions are enduring.

The language I have found in the international literature speaks of community engagement which is: inclusive, deliberative, innovative and transformative: involving local people in joint

learning and public decision-making, capitalising on local culture and knowledge, enabling communities to become more sustainable and allowing communities choice about securing what is good and getting rid of the things that hold us back.

And the literature also tells us that the government – both central and local – must stop thinking of citizens, as taxpayers and ratepayers and as consumers of the services they provide. I found some descriptors, which define a much better role for central and local government:

- Enablers within a framework of collective responsibility;
- Partners who use their power and that of the State to support the contributions of others; partnership depending as it does on trust, goodwill and mutual respect;
- Facilitators who convene citizens and organisations to build communities of purpose, to identify the areas of risk and greatest potential;
- Collaborative actors who work with others to coordinate decisions and to achieve concerted actions;
- Stewards of the collective interest with the power to intervene and to course-correct when the public interest demands it;
- Leaders to achieve convergence and a common sense of purpose.

I believe these concepts provide us with a framework for a recovery that would draw on the best that everyone has to offer.

I remain very willing to help in the re-writing of this Recovery Strategy so that it truly provides the overarching strategic focus that will enable us to achieve our goals.

Comments on CERA Draft Recovery Strategy for Greater Christchurch

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I attended the CERA staff briefing to Christchurch natural sector environment groups on October 10.

We have just lived through a significant demonstration of the folly of not taking the natural environment and landscapes systems into account when building a city, so like the others attending that briefing I was dismayed to find that the plan gives scant attention to the natural environment, and fails to provide an integration mechanism strong enough to ensure all the different plans recognise that the natural environment is not just another ‘petal’ (in the diagram on p 5), but the context and support system for all the other petals.

The other extraordinary omission is any recognition of the major global climatic and economic changes underway. At a time when many other cities will be envying our opportunity to rebuild in way that takes into account two major challenges facing all cities at the start of the 21st century – peak oil and climate change – we have a strategy that makes no mention at all of fossil fuel depletion (even the Chief economist of the International Energy Agency now concedes we have probably passed peak oil) and only briefly mentions climate change on page 41, and nowhere mentions the likely sea level rise we should be planning for. The concept of resilience in the strategy needs to be revised to incorporate the significant adaptations required in the near future with respect to climate change and fossil fuel depletion, and specific changes throughout to acknowledge these critical issues.

Provision for cycleways is just one example of an outcome which is much more likely if there is a good integration between different plans and social and environmental sustainability woven through all, but likely to struggle to be remembered if a built environment ‘petal’ is working independently of social, natural environment and community petals. In the Share an Idea process, the citizens of Christchurch showed very strong support for sustainability in their comments. Making it easier and safer to cycle (a way to respond to fossil fuel depletion, reduce contributions to climate change, save time and money and increase health and fitness) was a recurring theme in submissions yet cycling and cycleways do not feature once in this document (unlike roads which get 12 mentions).

Q1 What have we learnt: Add to Section 1.3:

The most important lesson which should be at the top of the list is “learning to design our city with nature, not against it”. A fuller expression of this is in Professor Swaffield’s comments attached.

Add to Section 1.4 Issues and challenges ahead: Natural

‘Re-shape the city structure to better adapt to the dynamics of the underlying land and water systems.’

Q4: Recovery Plans

A Natural Environment Recovery Plan is needed as well as an internal strategy and planning staff ‘champions’ to ensure it is developed according to best practice in relation to disaster recovery, sustainability and systems research.

I have read the comments by **Personal Details Removed**, the Waihora Ellesmere Trust, and **Personal Details Removed**, and broadly agree with all of them. Rather than repeating specific points, I attach **Personal Details Removed** comments, which I endorse, below.

Personal Details Removed

30 October 2011

Comments on CERA Draft Recovery Strategy for Greater Christchurch

Personal Details Removed

This submission follows the format in the printed comments form

Section 1.3 What we've learnt

Question 1: We've highlighted the most important lessons we've learnt since the earthquakes began – but are there others?

Comment

The 2010-2011 earthquakes have changed the way we should plan the city and its wider region. The dynamic relationship between urban settlement and the underlying natural landscape systems is now in much sharper relief. Many of the effects of the earthquakes have been accentuated by flaws and weaknesses in the content and implementation of the various provisions and instruments of the Resource Management Act, which underplayed the importance of systematic spatial planning in regard to the relationship of land and water systems with the development of the city. It is vital for our collective futures that we learn from this experience. As the leading environmental planner of the 20th century, Ian McHarg, has eloquently expressed it some 40 years ago, we should 'Design with Nature'.

The current structure of the Recovery Strategy replicates the problems that are inherent in the RMA, by separating natural environment considerations from detailed plans for land use and infrastructure, and giving precedence to short term economic goals. It therefore risks repeating the mistakes of the past, and compromises the long term sustainability of the city.

Add to Section 1.3 What we've learnt

'The underlying land and water systems- dunes, wetlands, rivers and estuaries, plains and hills- are the essential platform upon which the city is constructed. To be resilient and sustainable, we need to design with these natural systems, not against them.'

Add to Section 1.4 Issues and challenges ahead: Natural

'Re-shape the city structure to better adapt to the dynamics of the underlying land and water systems.'

Section 2 Vision and Goals

Question 2: Together, do these goals describe the recovered greater Christchurch that you want?

Comment

The vision and goals give inadequate attention to the role of green and blue infrastructure in the 21st century city, and the needs and opportunities that green and blue infrastructure offers to deliver a range of ecosystem and landscape services to Greater Christchurch. Green and blue infrastructure is the network of parks, greenways, vegetation, rivers and water bodies in a city. Ecosystem services are human benefits delivered by ecosystems; landscape services are benefits delivered through the spatial configuration of ecosystems and their values recognised by communities. These are critical elements in a resilient and sustainable city and their inclusion should be fundamental to the recovery strategy

Add to Section 3.3 Goals

3.3.3

- Creating a resilient green and blue infrastructure network

3.3.4

- Regenerate the land and water systems that deliver essential ecosystem and landscape services to the city and its communities

Section 6 Priorities

Question 3: Given demands on resources, do you support the priorities identified?

Comment

There is a major opportunity missed in the draft. There are large areas of land that are either already cleared of buildings (in the central city) or that are covered with damaged and abandoned buildings (eastern and hill suburbs) and which continually remind people of the losses they have experienced. It will take decades to rebuild on many of these sites. The 'greening the rubble' initiative has highlighted the opportunity for a rapid and effective process of landscape regeneration across a much wider area. Landscape regeneration will enhance the environmental quality, microclimate and appearance of the damaged areas and provide both community and investors with confidence in the future city.

Add to section 6 priorities

'Develop and implement a city wide greening programme of empty sites and localities that have suffered damage and where possible regenerate green and blue infrastructure in advance of redevelopment and rebuilding'

Section 7 Setting the agenda for recovery activities

Question 4: There's no perfect number of Recovery Plans, so if you think we need other Plans tell us what and why?

The current draft Strategy is heavily focused on rebuilding and as a consequence places emphasis upon the status quo. However the key lesson of the earthquakes (see above) is the need to change the way the city is planned in relation to its underlying landscape systems. The Strategy should therefore include a Natural Environment Recovery Plan that takes account of the vulnerability of increasing parts of the city to flood risks from a combination of sea level rise and more intense storms, and the potential for green blue infrastructure and buffer zones to ameliorate these risks, while providing for regeneration of natural heritage values that have been degraded, including biodiversity, water quality, and sense of place.

Add to section 7

'Establish a Natural Environment Recovery Plan to regenerate the underlying land and water systems of the city and their associated ecosystems and biodiversity, in order to provide and enhance landscape and ecosystem services'

Add to section 7.2

'Natural Environment Recovery Plan

What? This plan identifies what, where and when actions are needed to regenerate the land and water systems that deliver essential ecosystem and landscape services to the city and its communities. These actions are focused upon development of an integrated spatial network of green and blue infrastructure

Who? CCC leads supported by CERA and ECAN and in partnership with Ngai Tahu and community organisations

When? Draft Plan to be finalised by December 2012'

Question 5: Recovery requires confidence – of insurers, banks, developers, investors, business-owners, residents and visitors. Will the proposed Plans provide sufficient confidence for people to progress recovery?

Comment

It is essential that planning for natural environment should be fully integrated with the recovery plans for built environment and physical infrastructure, in order to provide confidence and certainty and avoid further dramatic damage and loss to property. The Land, Building and Infrastructure Plan should therefore be revised to include preparation of a city wide green-blue infrastructure network, connecting natural systems such as the estuary and hills with a comprehensive system of parks and greenways, and more integrated management of the green urban fringe.

This would provide for the spatial integration of the proposed Natural Environment Recovery Plan with the Land Building and Infrastructure Plan, and ensure that the multiple ecosystem and landscape services provided by the natural environment- storm water management, biodiversity, recreation, microclimate, health and identity- are well integrated into the physical development of the rebuilt city, ensuring the wider social and economic goals of recovery are achieved

Add to Section 7.2 Land Building and Infrastructure Recovery plan'

' creation of an integrated network of Green and Blue Infrastructure to deliver ecosystem and landscape services essential to the long term wellbeing and resilience of communities'

Personal Details Removed

25th October 2011

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#WRITTEN COMMENT ON DRAFT RECOVERY STRATEGY FOR GREATER CHRISTCHURCH –

AS IT RELATES TO SUMNER

Introduction

The following written comment was prepared by some local residents of the Sumner community in an attempt to outline the challenges facing this area and how the draft CERA Recovery Strategy relates to our local recovery efforts.

The key points are summarised as follows:

- We are a community that has organised well in response to the earthquake events of 2010-11
- The recovery efforts of this community have been praised and the capacity to produce a community-led recovery plan for the village centre officially recognised by Christchurch City Council¹
- We are one of many communities with concerns for how local authorities plan to enable the integration of local recovery efforts with the provision of public services and infrastructure, particularly under the guidance of CERA and the proposed Recovery Strategy, Plans and Programmes

Background

In the wake of Feb 22 with loss of services and significant destruction to the area, compounded by isolation by compromised access to the area, the community formed a hub to meet the immediate needs of the residents. The Sumner Community Hub was set up to provide information, essential communication conduit for the community and authorities, distribute supplies and run volunteer classes for local school children for nearly a month. Many people have since commented on the value of that effort in terms of the social service it provided, and the cohesion it enabled amongst this community.

For the first few weeks after the February 22 earthquake, realising that the authorities were occupied with the destruction of the Christchurch CBD, residents of Sumner organised to start a recovery process to assist those more in need and to be ready in case of a new seismic event.

Again in June, implementing the lessons learned from Feb, the Hub was set up to serve a similar purpose.

On 15 March 2011 a public meeting was held, attracting several hundred attendees and inviting members of the community to join special interest sub-groups to get involved in Sumner's recovery. This included a

¹ For official minutes see the following link:

<http://www1.ccc.govt.nz/council/proceedings/2011/august/cnclcover11th/2.draftcouncilmins23june2011.pdf>

number of pre-existing groups that were known to exist and able participate in the meeting (e.g. a local community gardening group).

The two large earthquake events on June 13 had a significant effect on a localised area around Sumner, again triggering the need for a locally organised and otherwise community-funded response. The effect of these events and the notable lack of support from formal authorities further emphasised the need for a consolidated effort to support local residents and community groups in providing for their own safety and wellbeing.

The geographical isolation of this area means members of this community now have to make a range of significant decisions about the way we live and how the current settlement functions now and into the future.

Community groups and local residents are continuing to support each other and work together in order to address these concerns. Some strong examples of this are:

- A new-look Sumner Residents' Association opening its functions to include active efforts to develop social networks and communication channels – both within the Sumner area and our connections with greater Christchurch; and,
- The effect of outreach efforts led by the Sumner Urban Design Group (for example) to extend support to the neighbouring communities of Redcliffs and Mt. Pleasant in particular, but also engaging with support from around New Zealand.
- Anecdotal evidence suggesting this community is more cohesive, and passionate about regenerating Sumner – all the usual stories of a 'resilient community spirit'.

Challenges

The recovery efforts of this community have been praised and the capacity to produce a community-led recovery plan for the village centre officially recognised by Christchurch City Council. Despite this recognition and the capacity to act on locally-developed recovery initiatives, little progress has been made.

Various attempts have and will continue to be made to at least take steps towards enabling temporary solutions for the provision of community services and facilities. These have been stifled by the lack of communication, resourcing and capacity of local authorities, in particular the Christchurch City Council.

Although it is clear all of the more heavily affected communities are in similar situations, there is a clear lack of support for the extensive level of community organisation occurring in Sumner. This is confounded by the lack of effective and meaningful community engagement by CERA and local authorities on all matters of the recovery process.

In the absence of a clear process for guiding the coordination of recovery efforts and activities, local and central government authorities continue to ignore the potential of collaboration with non-governmental organisations and businesses. Collaboration and effective community engagement will increase the capacity of all greater Christchurch communities to respond to local issues.

Vision for Sumner

The Light Rail Line to Sumner

The Sumner Community request consideration of the light rail system proposed from the Central City to Lyttelton to extend on to Sumner. Effectively this would re-instate the historic tram line service that provided access to the Sumner seaside resort for Christchurch residents.

This is seen as a priority over the New Brighton line for the following reasons:

A light rail system would enable sustainable use by current vehicular commuters and alleviate high traffic flows particularly at peak times

Provide important connections between other suburbs such as Redcliffs, Ferrymead, Heathcote, Woolston, Phillipstown, and High Street in accordance with the master plan for these places.

Continue to promote Sumner as a popular weekend destination for Christchurch residents
An opportunity to link to and visually experience the destruction caused by the earthquakes as a satellite facility to the proposed EPI-Centre

We question the cost effectiveness of initially installing a light rail system to New Brighton. This is an area that will be less densely populated in future because so many homes are in the red zone. This land will require costly remediation to ensure stability of continued residential occupation and the light rail line itself. Sumner is a more cost effective and attractive option for the reasons listed below.

Sumner offers:

- Easy access to the popular swimming and surfing beach at Taylors Mistake
- Patrolled swimming at Sumner Beach
- Learn to surf at Scarborough beach
- Numerous walking and biking tracks, and further development of others as identified by local residents.
- Restaurants, bars and cafes
- Shops, and art galleries
- A Movie Theatre Complex
- Children's paddling pool and playground
- Historical features such as the gun emplacements, and tunnels at Godley Head and Clifton Hill
- Paragliding and other recreational pursuits

Sumners commitment to remaining a destination for Christchurch residents includes :

- The redevelopment of the Village; (underway by Sumner Urban Design Team)
- Re-instatement of the historic Salt baths by the Life boat Station;
- Formation of an artificial reef to improve marine activity and surf;
- Rebuilding of the local community centre,
- Development of a local market
- Replacement of the museum and development of a satellite EPI-Centre
- Development of a boardwalk linking the Esplanade, to Redcliffs, Ferrymead, the

Heathcote River and the Estuary.

- Facilitate further recreational development such as local boat trips and kayaking around the headlands etc.
- Possibility of chartered boat to South Shore Spit, so walkers could do what has only ever been dreamt of, crossing the sand bar for a wander.
- With the development of efficient Public Transport it is envisaged an increase of locals working from home or having satellite offices locally.

The installation of an extension to the light rail system to Sumner would considerably boost the economy of not only Sumner, but communities en-route.

The Sumner Community Museum has been destroyed by the recent earthquakes. The site has now been cleared and all artefacts and documents safely stored.

The community are keen to see the rebuild of their museum and within the new premises a permanent installation referencing the dramatic local seismic activity.

We see this as being a satellite installation of the proposed EPI-Centre in the central city plan. It will provide visual and interactive displays, along with the opportunity for a real life view of the geological events particularly the spectacular cliff collapse and boulder falls that destroyed houses, roads, caves, recreational areas and iconic local features, such as Rapanui (Shag Rock), Whitewash Head Road, Richmond Hill cliff face, Moa bone cave, and Peacocks Gallop.

Sumner has always been a destination for local Christchurch residents and tourists. As a creative community we have many ideas for this project that would make it a “must see” attraction.

It is envisaged that the rebuilt museum would act as an Information Centre, and provide public amenities. There is potential for the museum to be linked with the Sumner Library which adjoins the Museum site and possibly include a café in line with other recently built community libraries.

Sumner has a rich history dating back to pre-European times and a full body of archived materials and artefacts. Purpose built displays will encapsulate the history of the area and tell the local earthquake story.

During the quakes the largest ever recorded ground force acceleration occurred twice within meters of the museum, so we consider Sumner to be the perfect location for such a resource. Utilizing the latest interactive technology, visitors could re-experience these events in a 3D format, and possibly a 4D simulator.

The major advantage of this proposal is it that within a short walk, helicopter ride, or paraglide, visitors could view the rock falls and cliff collapses caused by the quakes, and view the fascinating geography of the area. This is an experience that cannot be replicated within the city centre.

Reinstatement of Sumner Museum and an extension to the light rail system to Sumner in recognition of this suburbs historic tram line.

The Sumner Community stands for sustainable, cost-effective, forward thinking decisions by the CERA for Christchurch's regeneration and continuing prosperity.

Key Issues

For Sumner, some of the key issues are the following:

Built Environment

- Significant disruption, instability and uncertainty over connection of core infrastructure to city-wide networks (roads, water, power, sewerage)
- Extensive damage to services, infrastructure and facilities in hill areas
- Loss of buildings in commercial area/village
- Loss of community facilities

Natural Environment

- Poor ecological health of water ways, the Estuary and ocean beaches
- Extensive loss of access to recreational opportunities that were a prominent feature of our local natural environment
- Long term effects of sea-level rise, climate change and other coastal hazards

Social

- Loss of community services (e.g. Sumner Library)
- Lack of support for socially-orientated initiatives arising post-EQ

Economic

- Loss of buildings in commercial centre
- Loss of business activity brought by those not living in Sumner
- Long term concerns about increasing cost of living for the low and middle income demographic of this community

Response to the draft Recovery Strategy

We are one of many communities in greater Christchurch with concerns for how local authorities plan to enable the integration of non-government organisation/not-for-profit/business recovery efforts with the provision of public services and infrastructure.

There appears to be a lack of clear provisions for ensuring efficient and effective public sector integration with private and community sector, collaboration and engagement. In the absence of such provisions there is a risk in many communities of excluding substantial local knowledge, vision and energy for enabling the long term resilience and sustainability of recovery efforts.

Recovery Plans for guiding heavily affected area recovery and collaboration

The Recovery Strategy lacks a stand alone plan for guiding collaboration and community engagement in heavily affected areas other than the Central City. We suggest the Recovery Strategy installs a planning tool between the Recovery Strategy and the proposed Recovery Plans and Programmes to guide collaboration between CCC, CERA and Community Board staff, local elected representatives, community and recreational organisations, public institutions and local residents in specific areas of greater Christchurch.

A likely area capturing Sumner would include the catchments of the suburbs and hill areas between Taylors Mistake and the Heathcote Valley (i.e. ‘South-Eastern Hill and Coastal Suburbs’).

The project plans and scope of these provisions would be developed in full cooperation with the various entities above and would be an effective way of ensuring efficient and meaningful implementation of the various plans and programmes currently proposed in the draft Recovery Strategy.

Provisions to support transitional and temporary recovery efforts

Much like the provisions drafted in the proposed Central City Plan (volume 1, pp115-118), local areas too need a mechanism for supporting community-based adaptations, appropriations and initiatives – e.g. Greening the Rubble and temporary installations on projects on public land.

Concluding comments

It is clear to a number of those involved in the community groups operating in Sumner that we are well-advanced in the process of gathering input and developing the social cohesion that is critical to enabling open, inclusive and meaningful participation in a disaster recovery situation. Some local groups are already using this capacity to support areas outside of Sumner. Supporting the progress we have made here will only further develop our ability to share our lessons and extend this support on a city-wide level.

Rebuilding all infrastructure, and help to repair 15,000 properties by settling between \$2.75 and \$3.5 billion in private claims is a major task. However, finance minister Bill English is confident, that \$5.5 billion set aside in the Canterbury Recovery Fund should be sufficient (Benett, 2011). But this would surely only provide the basics. Of course it is important, that affected inhabitants should have a roof over their heads and have safe drinking water as soon as possible (Radio N.Z. News, 2011), but when it comes to the broader context, let's not go for a patch up, band aid style of rebuilding.

Although the financial burden of rebuilding the city might be overwhelming at present, prompting for low cost quick fixes, it would be wise to seize the opportunity to 'think big' and implement rebuilding endeavours with foresight, within a detailed sustainability framework. Addressing both adaptation and mitigation, encapsulated in an innovative design of a 'green city' would have a potential to attract additional funding from global, rather than just local/national sources.

Green technology is a growth industry. The Harvard Business School estimated that "some \$500 billion will be invested in the next decade in environmentally friendly 'instant cities' that will be designed, located, and built to be more liveable and more competitive" (Emmons, 2011, p.2). These sustainable cities will be built in sparsely populated areas of Asia (China, India etc). Worldwide investment dollars for sustainable cities like these can be accessed through international organisations like the World Bank, which can provide technical as well as financial assistance. One of their latest projects, the 'Ecological Cities as Economic Cities', is a concept integrating efficient and sustainable spatial planning, transport, energy and water (Prasad, Ranghieri, Shah, Trohanis, Kessler & Sinha, 2009). Christchurch could easily fit this mould, if on top of essential earthquake recovery, the city could extend to simultaneous planning for climate change adaptation and mitigation.

Prasad et.al (2009, p.108) lists some additional specialised climate funds to support innovative city-level programmes by the United Nations. The United Nations' Adaptation Fund and other Global Environment Facility funds (GEF) were set up for "mitigation financing with adaptation benefits, such as active carbon related project funds" – the World Bank's Carbon Partnership Facility.

Although it may be worthwhile to investigate the above funding options to help rebuild the city of Christchurch in a sustainable manner, let's not forget that resilience building and human capital are equally important for a sustainable society. Community groups like the 'Gap-Filler' initiative, a volunteer group set up to beautify vacant sites, could be engaged in a more enduring capacity. This group currently only has a temporary role, which could be extended, in order to utilize local talent and creative resources to beautify and heal the city through people-centred projects (Winn, n.d.).

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Other Comments

Please find attached written comment and images taken from the Sumner urban design presentation. This sample should represent a recovery model that is working but needs support!

WRITTEN COMMENT ON DRAFT RECOVERY STRATEGY FOR GREATER CHRISTCHURCH –

AS IT RELATES TO SUMNER

Introduction

The following written comment was prepared by some local residents of the Sumner community in an attempt to outline the challenges facing this area and how the draft CERA recovering Strategy relates to our local recovery efforts.

The key points are summarised as follows:

- We are a community that has organised well in response to the earthquake events of 2010-11
- The recovery efforts of this community have been praised and the capacity to produce a community-led recovery plan for the village centre officially recognised by Christchurch City Council
- We are one of many communities with concerns for how local authorities plan to enable the integration of local recovery efforts with the provision of public services and infrastructure, particularly under the guidance of CERA and the proposed Recovery Strategy relates to the Sumner area and its surrounding environment

The key outcomes we seek are:

- Clear and binding tools to guide and empower collaborative recovery initiatives with communities working together alongside local authorities
- The opportunity to participate in determining a mutually agreeable process for shaping recovery plans and programmes alongside local authorities
- Meaningful engagement and an enabling approach to integrating local knowledge, energy and vision for implementing the Recovery Strategy, Plans and Programmes

Background

For the first few weeks after the February 22 earthquake, realising that the authorities were occupied with the destruction of the Christchurch CBD, residents of Sumner organised themselves to start a recovery process to assist those more in need and to be ready in case of a new seismic event.

The Sumner Community Hub was set up to provide information, distribute supplies and run volunteer classes for local school children for early a month. Many people have since commented on the value of that effort in terms of social service it provided, and the cohesion it enabled amongst this community.

On 15 March 2011 a public meeting was held, attracting several hundred attendees and inviting members of the community to join special interest sub-groups to get involved in Sumner's recovery. This included a number of pre-existing groups that were known to exist and able to participate in the meeting (e.g. a local community gardening group).

The two large earthquake events on June 13 had a significant effect on a localised area around Sumner, again triggering the need for a locally organised and otherwise community-funded response. The effect of these of these events and the notable lack of support from formal authorities further emphasised the need for a consolidated effort to support local residents and community groups in providing for their own safety and wellbeing.

The geographical isolation of this area means that members of this community now have to make a range of significant decisions about the way we live and how the current settlement functions now and into the future.

Community groups and local residents are continuing to support each other and work together in order to address these concerns. Some strong examples of this are:

- A new-look Sumner Residents' Association opening its functions to include active efforts to develop social networks and communication channels – both within the Sumner area and our connections with great Christchurch;
- The effect of outreach efforts led by the Sumner Urban Design Group (for example) to extend support to the neighbouring communities of Redcliffs and Mt. Pleasant in particular, but also engaging with support from around New Zealand;
- Anecdotal evidence suggesting this community is more cohesive, and passionate about regenerating Sumner – all the usual stories of a 'resilient community spirit'.

Challenges

The recovery efforts of this community have been praised and the capacity to produce a community-led recovery plan for the village centre officially recognised by Christchurch City Council. Despite this recognition and the capacity to act on locally-developed recovery initiatives, disappointingly little progress has been made.

Various attempts have and will continue to be made to at least take steps towards enabling temporary solutions for the provision of community services and facilities. These have been stifled by the lack of communication, resourcing and capacity of local authorities, in particular the Christchurch City Council. Examples include the lack of procedural clarity, communication and understanding about how to facilitate a quick and simple process for regenerating the Sumner Community Centre site. The capacity of local residents, collectives and communities to act in the most simple of manners has been stalled by CCC, despite a clear willingness to work alongside local authorities (e.g. a temporary use catering for a range of local interests, including pre-existing needs and a vision for regenerating the site in the long term).

The internal processes of local authorities are continuously playing catch-up with localised initiatives. A simple solution might be to have strategy and planning staff stop preparing internal documentation and start working with the people they administer public services and facilities for. The over-arching control of central city staff also overshadows and tends to contradict the views expressed by Community Board staff, further complicating and even undermining the capability of more localised public service providers.

Although it is clear all of the more heavily affected communities are in similar situations, there is a distinct lack of support for the extensive level of civically-minded organisation occurring in Sumner. This is confounded by the lack of effective and meaningful community engagement by CERA and local authorities on all matters of the recovery process.

In the absence of a clear process for guiding the coordination of recovery efforts and activities, local and central government authorities continue to ignore the potential of collaboration with businesses and non-governmental organisations. Collaboration and effective community engagement will increase the capacity of all greater Christchurch communities to respond to local issues.

Key Issues

For Sumner, some of the key issues are the following:

Built Environment

- Significant disruption, instability and uncertainty of access and the connection of core infrastructure to city-wide networks (roads, water, power, sewage)
- Extensive damage to services, infrastructure and facilities in hill areas
- Loss of buildings in commercial area/village
- Loss of community facilities

Natural Environment

- Poor ecological health of water ways, the Estuary and our coastal environment
- Extensive loss of access to recreational opportunities that were a prominent feature of our local natural environment enjoyed by many greater Christchurch residents
- Long term effects of sea-level rise, climate change and other coastal hazards

Social

- Loss of community services (e.g. Sumner Library)
- Lack of support for socially-orientated initiatives arising post-EQ

Economic

- Loss of buildings in commercial centre
- Loss of business activity brought by those not living in Sumner
- Long term concerns about increasing cost of living for the low and middle income demographic of this community

Community

- Lack of recognition for the unique set of challenges we face in this area
- Lack of support for binding local recovery initiatives and efforts to local authorities (i.e. an 'enabling framework' is missing)
- Lack of provisions and support for locally organised, temporary solutions and immediate-short term recovery actions.

Submission on

Draft Recovery Strategy

for

Greater Christchurch.

by
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Overview: In my opinion the Strategy's main problems is it a) lacks balance and b) seeks to a return to a mythical utopian past.

- a) While economics are undoubtedly important, such emphasis over other considerations is not good governance. Indeed, a healthy economy needs a healthy society to be able to flourish.
- b) The community has clearly said through the CCP it wants to go forward to a new future.

This document seems to want to return to business as it was as quickly as possible.

Leadership: There are two kinds of leadership, good and bad. Good leadership gets it right, bad leadership doesn't.

Page 5 and 50: "Leadership & Integration" It is my opinion there needs to be a **Community Resilience Plan** (or similarly worded document) alongside the **Finance and Funding Recovery Plan** and **Effective Central Government Services Programme**.

Reason: It lacks vision without a resilience plan in the top hierarchy. When you get this right, the rest should flow naturally.

As it is written, the CERA Draft Recovery Strategy for greater Christchurch focus' on a single bottom line - economic, without a serious commitment to the community and environment. When things are not in a plan/strategy or lack commitment, they can be and often are ignored. Such imbalance is not just undemocratic, it is anti-democratic. One presumes we still live in a democracy, but when put alongside the sacking of elected ECan councillors and the usurping of CCC's governance role by CERA, one has to wonder.

The Culture of CERA: Probably more important than the Strategy is the culture of the organisation responsible for overseeing its implementation.

If as stated CERA seeks the public's confidence then it needs to take note of and act on their comments. My experience (and others) of dealing with CERA and its predecessor Civil Defence, is that it is more focused on the needs of the organisation rather than that of the public.

It is hard to know from the position of an outsider where the problem lies - in the ability of staff or a lack of adequate resources for effective management. No one is perfect but the quality of staff usually reveals itself when they respond after issues are raised. After my dealings with CERA, and as a member of the public, in its present form I do not have confidence in its ability to lead Christchurch to a better future.

Finally: Records show that getting draft plans and strategies changed through the submissions process is almost impossible. Given the comments, reputation and track record of the current CERA

minister, it is unlikely that any changes to this plan will be made. I am forever optimistic I'll be proved wrong.

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submission to CERA on Draft Recovery Strategy for greater Christchurch (Mahere Haumanutanga o Waitaha)

The documents as it currently stands is understandably very light on detail. Unfortunately this means it is open to abuse.

I wish to comment on an area I know something about, namely the development of a healthy city specifically related to transport. Page 19 it states that a priority is “*developing an environmentally sustainable, integrated transport system providing accessible, affordable, and safe travel choices for people and businesses, and supporting economic development*”. This is far too vague and woolly. This is a fairly standard statements that seems to be derived from the New Zealand Transport Strategy. The current government is using this to justify a program of major road building aka RONS. This is the last thing we need now in Christchurch.

I suggest adding to this statement. “***All transport decisions (both long and short term) will fit with the desires of the central city plan and be designed to lead to a reduction in motor vehicle use and increases in public and active transport. All road replacement and repair will include the provision of physically separated cycle ways and where appropriate, bus priority.***”

Page 24 “*Prioritise the permanent repair and rebuilding of infrastructure to areas deemed appropriate for redevelopment and development in the short to medium term; including lifeline utilities, major transport routes, public transport services, and strategic facilities such as the Port.*” Replace with “*Prioritise the permanent repair, rebuilding **and improvement** of infrastructure to areas deemed appropriate for redevelopment and development in the short to medium term; including lifeline utilities, major transport routes, public transport services, and strategic facilities such as the Port. **Improvement should be carried out to ensure the infrastructure lead to a healthier and more sustainable future**”*

Don't hesitate to get in touch if I can be of assistance

Thanks

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Submission on the Draft Recovery Strategy for greater Christchurch

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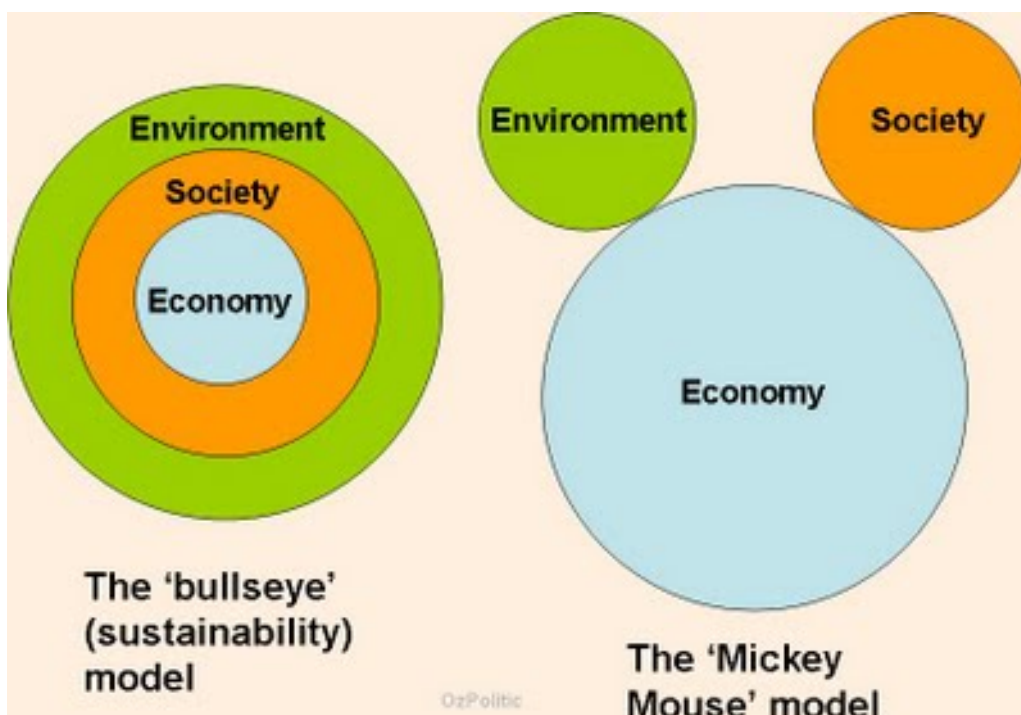
Please note that I wish to present at any hearings held on the strategy.

Firstly, I support the submission from Sustainable Otautahi Christchurch so I will not reiterate what's in SOC's submission.

The Draft Strategy lacks a long term vision and is very much business as usual, unlike the Draft Central City Plan, which does not bode well since the CERA and the Minister have the power to override any other plans etc. under the CER Act and impose the governments view.

The underlying philosophy in the Draft Strategy is weak sustainability, sometimes known as the 'Mickey Mouse Model', in which all is subservient to the economy. Under this paradigm one can always trade off a bit of the environment for economic growth (defined as GDP) which will then provide the wealth to deal with the environmental damage (rather along the lines of the "we had to destroy the village in order to save it" approach).

In contrast Strong Sustainability (the 'bullseye' model) understands that the economy is dependent on society which in term is dependent on the environment i.e. the environment is not 'something out there' but is essential to the long term survival of our society.



The Draft Strategy will determine what greater Christchurch will be like for many decades and should, therefore, take a long term view based on Strong Sustainability to ensure that the area is truly sustainable and resilient to the systemic challenges facing us, such as peak oil and security of supplies, global warming and the resultant climate change and resource availability. The current Draft Strategy fails to address these issues.

The Draft Strategy needs re-writing to make strong sustainability central.

By way of illustration, sections 3 (Vision and goals for the recovery) and 3.1 (Why invest in greater Christchurch) could be along the following lines when re-cast in terms of Strong Sustainability:

“3 Vision and goals for the recovery

The Strategy is to:

Set an agreed vision for the recovery of greater Christchurch as a strongly sustainable and resilient region with supporting goals to direct recovery plans, programmes and activities.

3.1 Why invest in greater Christchurch

Christchurch is New Zealand's second largest city, with a population of half a million people, and the gateway to the South Island.

Much of greater Christchurch functions effectively and safely and is open for business. Communities have pulled together to support each other becoming stronger and better prepared for future challenges, businesses have relocated, schools have shared facilities, and temporary housing has been constructed.

Business as usual is not the optimum response to making our region successful in the 21st century. New approaches are needed to deal with the challenges facing the region, The rebuild of greater Christchurch provides the opportunity 'future proof' the greater Christchurch region against the systemic stressors that face us in the 21st century and make it strongly sustainable and resilient to peak oil/security of supplies, climate change and extreme weather events and the availability and cost of resources. .

This will require innovation in many areas.

Innovation will be necessary in construction design, materials, and techniques and provide employment, education and training opportunities locally as well as export opportunities for the skills, techniques etc. developed.

The greater Christchurch business community demonstrates strong business and institutional leadership, and resilience **and, through innovation, can grow in a sustainable manner.**

Primary production continues to generate much of the wealth of the region, with agriculture, horticulture, forestry, viticulture and aquaculture activities all thriving.

Manufacturing, electronics and software development are all growth sectors; attracting international investment, an educated and innovative workforce to the region, and exporting

products and services globally. Such businesses generate high revenues and have the potential to make a much greater contribution to the local economy.

The city's newly upgraded domestic and international airport is the main air transport hub in the South Island. Lyttelton Port is functioning effectively.

The rebuilding of Christchurch's Central City, community facilities and affected suburbs provides an exciting opportunity for investment and job creation. A stronger and more resilient city and region will emerge from the recovery. Sports, arts, dining and shopping are vital parts of the vibrancy of Christchurch with some successfully operating in new locations. Heritage and links to Ngai Tahu history reinforce greater Christchurch's distinctive character. Residents of the greater Christchurch area are intensely proud of the place they call home."

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29/10/2011

To: The Recovery Strategy Team.

This is my submission to the Draft Recovery Strategy document, and is based on the attachments to this e-mail which could not be attached to the Online Response Form - as per advice from Ruth on Friday 28th October. It is solely about the public transport services aspect of the "Infrastructure Rebuild and Build" contained in the Draft Document under "Priorities". I made an earlier submission in July to the draft recovery strategy preparation process and this submission focuses on what I believe is the best approach to developing a multi-mode, fully-integrated public transport system for Greater Christchurch. I want to emphasize the following points:

1. Planning for future public transport services must be done for the whole conurbation of Greater Christchurch by one authority only, not piecemeal by several different authorities with differing concepts and narrowly focused on just their own area of interest. For example the City Council's Draft Central City Plan proposes spending more than \$400 million on a light rail route from the heavily damaged CBD to the University of Canterbury with no reference whatsoever on how this might be integrated with (for example) a modern high-speed commuter train service connecting the outer suburbs and satellite towns in Selwyn and Waimakariri with the central city, using the existing rail network; Environment Canterbury continues to be solely focused on a policy of "buses only for the foreseeable future" in serving commuter needs for Greater Christchurch, evidenced by a recent article in The Press by Commissioner Rex Williams. This confirms residents' perceptions that Ecan's transport planners have a deeply-entrenched stance against incorporating rail options into the region's public transport system, in spite of the increasing level of public support for including them. Therefore the only authority that should be planning this aspect of the recovery strategy is CERA, because it is presently perceived by most residents as being neutral and therefore objective on this issue.

2. Local residents who have knowledge, experience and research into certain aspects such as public transport are still being excluded by CERA from active involvement in the planning process unless they are academics and/or members of a professional body, so people like me get excluded from such things as focused workshops and consultation on a part-time basis to assist the process. Not all the best talent for aiding the Recovery Process for Christchurch lies with overseas and local consultancy firms favoured by the Councils and CERA - many local residents have the necessary talents and willingness to be actively involved in certain aspects, and certainly won't cost as much - if anything! It's time CERA recognized this fact and became more inclusive towards others who can contribute effectively to the process. In this regard I would appreciate the opportunity for a meeting with Richard McGeorge and/or Anthony Wilson in due course to discuss the issue further.

Attachments:

- a. My CV - to illustrate my knowledge base for being actively involved in this process.
- b. Article for The Press "Perspective" page - published 12th September 2011.
- c. Commuter Rail Proposal for Consideration by Mayor. Meeting was 26th April 2010 - before we had any earthquakes!
- d. Submission to Ecan on Metro Strategy Review - April 2010.
- d. Points to Make with Ecan - this was presented at the hearings on Public Transport Hearings last year.
- e. Summary of Benefits of Commuter Trains.

These should be read as part of my submission. I have no objection to my name being included on CERA's website, and there is no information or

comments in my submission that I require to be kept confidential.

Yours sincerely,

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KNOWLEDGE & EXPERIENCE CV – CHRIS GUNN

The following points form the basis of my fairly extensive knowledge of railways, both here and abroad, and in this context, passenger trains and in particular commuter services for cities of various demographics.

Background:

1. My father was a professional railwayman for 40 years, serving as stationmaster in various South Island locations. Consequently I was raised in the precincts of railway stations, learning about freight and passenger operations from an early age. My interest in railways expanded to overseas railways in my teens, firstly with Britain, and subsequently with European and American railways. I became familiar with suburban train operations in Dunedin and Wellington, the latter in the early 1970's when working at Defence Headquarters – my wife and I commuted daily from Titahi Bay to Wellington CBD by bus and electric train.
2. After moving to Dunedin I became involved with two "railway heritage" preservation projects as an active member – the Ocean Beach Railway at St Kilda, and then as a founding and life member of the Otago Excursion Train Trust, from which was developed the highly successful "Taieri Gorge Limited" train which services the cruise ship market; annual turnover now over \$2 million. I served on the executive of the OETT for seven years, two as Chairman. The experience gained was not only in restoration of old carriages, but also fund-raising, management & administration and marketing the service to locals and visitors/tourists. The impact we had on Dunedin's visitor/tourist market was such that the Dunedin City Council became involved as the Taieri Gorge Limited concept was developed, which is now a trading entity of the DCC.

Subsequent Experience:

1. On moving to Christchurch in 1997 I took up employment at Pacifica Shipping Ltd at Lyttelton, being employed in their engineering workshop to set up the administration office and in particular a system of costing all jobs done by the workshop on ships, stevedoring machines and equipment and the road transport division's road trailer fleet. I set this up on an MS Access database, using costings for labour, materials and overheads, and incorporating a management reporting system that enabled senior management to identify areas of avoidable damage and significantly reduce the annual repair costs. The savings to the company were substantial. My other main area of responsibility was ordering spare parts for the four ships from various overseas suppliers, and in this role I achieved substantial savings for the company by identifying and negotiating with manufacturers in Europe, Japan, Britain and the United States for best prices consistent with quality standards. My recommendations for each order were made directly to the CEO and once approved, I then placed the orders and monitored shipping to New Zealand, customs clearance, etc. and delivery to the ships' engineering officers.

2. I was subsequently promoted to Purchasing Officer, with responsibility for taking over the stevedoring of the ships from a retiring chandler and developing a costing & budgeting system to bring the four ships within their budgets. This was accomplished within 8 months, by setting up a simple system on MS Excel spreadsheets which were used by ships' stewards to place their orders, signed off by the Masters, and processed by me with the suppliers that provided the best prices possible at the required quality standards. The savings in this area alone amounted to several hundred thousand dollars a year for the company; my purchasing responsibilities were extended to include all products and services purchased by the company excluding ships or stevedoring equipment. I still continued the purchasing of all ships' spare parts.

3. On the departure of the company's Claims Officer, my role was expanded to take over this task, and with my earlier experience in administration, marketing, costing and budgetary control, I was able to improve the company's claims settlement record whilst driving down the costs overall, in particular with the avoidance of unsubstantiated or non-attributable claims. I had to deal with customers directly, our ships' deck officers, wharf managers and staff, plus our road transport division's managers, and all sub-contractors for haulage such as other road transport companies. With major claims I was required to liaise with the company's insurance brokers (Marsh Ltd) in connection with reinsurance overseas, in order to complete the processing of claims.

Further Management and Financial Experience:

1. On leaving Pacifica Shipping in December 2005, I was appointed "Grand Secretary" of the Druids Friendly Society of Canterbury, which involves the management and administration of the Society's office (now temporarily re-located out of the CBD in Southwark Street due to the earthquake), and investment of the Members' funds, annual reporting to the Registrar of Friendly Societies & Credit Unions for both the Society and its Credit Union, liaising with our auditors and statutory trustee (for the credit union), regular reporting to the latter, producing all accounting reports for our Trustees and auditors and generally managing the administrative functions relating to funeral benefit and medical claims of the Members (I have one part-time assistant for this latter work). These responsibilities have built on my past experience of administration, management, accounting, marketing and cost-control/budgeting and management reporting of all aspects of a business.

2. As my contribution to community services, I have completed five years on the Northwood Residents Association Inc., initially as secretary then as treasurer, during which time I achieved a substantial increase in the funds available through a resident subscription scheme. I set up a system of 'street co-coordinators to assist the committee, and also implemented regular weekend security patrols in the neighbourhood to reduce crime and vandalism, the cost of which is covered by the subscriptions.

Current Public Transport Knowledge & Initiatives:

1. Following two overseas trips in 1980 and 1988 with my family, I took particular interest in the local public transport systems of cities & towns we visited – in the USA, Britain, Europe and Singapore (from where my wife comes) – noting how cities of various sizes deal with commuter transport issues, such as minimizing congestion by developing integrated transit systems of buses, trains, trams, ferries (where applicable) and cycleways to achieve optimum “user-friendliness” at the most economical cost possible. Almost all use some public funding to achieve these objectives; they are not run solely by private companies seeking only to make a profit without any ‘public service’ responsibilities. Most are run by a “City Transit Authority” (CTA) to provide residents with the required level of commuter services, which are answerable to the public through the local authority.
2. I have kept my knowledge up to date by subscribing to various railway magazines from America, Britain and Europe, all of which provide current information about city transit systems – how they are designed, built, operated and maintained, how they are funded, etc.
3. I have made various submissions over the last two years to the Mayor, Christchurch City Council and Environment Canterbury, all based on my knowledge and ability to research the topic thoroughly before preparing my presentations. Details of these are contained in the USB drive accompanying these notes, along with a selection of digital photos of greater Christchurch’s former station sites that I believe should be developed to accommodate a modern, high-speed commuter train service on the existing rail network, plus various supporting illustrations.

ARTICLE FOR THE PRESS “PERSPECTIVE” PAGE

The Draft Plan for the rebuild of Christchurch’s CBD includes a proposal for a light rail system, starting with the first route between the CBD and the University of Canterbury campus, but this is the wrong place to start the process of incorporating commuter rail options into the public transport system for Greater Christchurch, argues Chris Gunn.

The purpose of this article is twofold: firstly, to clear up confusion in the public’s mind between historical trams, light-rail tram/trains and modern commuter trains on the existing rail network; secondly to propose a better approach to including rail options into the public transport system for Greater Christchurch than by starting with a light rail route from the CBD to the university.

On the first point, any submission made by residents to the Central City Draft Plan about rail options should be based on facts, and here are some salient ones to consider:

1. The present tram on its “City Loop” circuit is a historical attraction aimed at tourists and visitors, but is not appropriate for use by commuters and shoppers because it doesn’t go

where they need it, in spite of the recent extensions to its tracks along Cashel Mall and High Street. Its tracks are built to the “standard gauge” (distance between rails) of 4’8½”.

2. The existing national rail network serving Christchurch consists of 4 routes, from north, south, east and west and is built to a gauge of 3’6”; being less than standard gauge, it is classed as “narrow gauge”.
3. The proposed light rail system favoured by the Mayor and senior council management/planners will be aimed at commuters and shoppers, and publicity about it shows an intention to eventually serve the outer suburbs (eg Addington, Hornby, Woolston/Opawa, Papanui, Belfast) and the satellite towns of Templeton, Rolleston, Burnham, Darfield, Kaiapoi, Rangiora, Lyttelton, etc. This means that it would have to run on the existing narrow gauge system, thereby immediately ruling out the light rail tram/trains sharing tracks with the historical trams in the inner city – they are different gauges!
4. Establishing a light rail system in any city involves laying new tracks in the inner city streets that are not adjacent to existing stations on the present rail network, and also erecting overhead catenary from which the tram/trains draw their power. Both of these are major infrastructure costs that have to be met before any services can commence, and it takes years to accomplish a viable system consisting of the necessary routes to serve the most likely patrons – commuters, shoppers, air travelers, etc. This process of digging up streets to lay many kilometers of new track causes major disruption to businesses along the selected routes, as we have already seen with the extension of the historical tram tracks in the CBD.
5. As both trams and light rail vehicles share the streets with other road users, their speed is constrained by the movement of other traffic in the city, and observing the usual intersection traffic signals; pedestrians are also ‘in the mix’ here. Only upon leaving the city streets onto an existing heavy-rail network in its own corridor can the tram/trains accelerate to higher speeds, normal maximum being 70 – 80 Kph.
6. Modern commuter trains manufactured specifically for heavy-rail networks enjoy the benefit of a dedicated corridor for **trains only**, and accordingly are designed for much higher speeds, up to 160 Kph!
7. With any public transport service intended to relieve traffic congestion on the roads, whether it be buses or trains, the target market **must** be clearly identified at the earliest stages of planning, otherwise the service is doomed to financial failure and public castigation of city officials! The target market for Greater Christchurch is: “those city workers who currently commute by car from the outer suburbs and satellite towns to the inner suburbs and CBD, and who do NOT require their cars during the day for their own or employer’s business purposes, and therefore simply pay to park in a parking building or on the street or employer’s premises”. The next essential step is to persuade this market that there is a better alternative by actually providing a public transport service that is better for them **from their perspective!** That means that for them it must be (a) faster, (b) cheaper, (c) more convenient, (d) less stressful than driving to work and (e) give more leisure time at day’s end. This is the basis for moving commuters from cars to public transport – they choose to do so because it benefits them personally.

Secondly, let’s look at a better approach to solving our traffic congestion problems than **starting** with a light rail system by reference to the experience of sister-city Seattle. Its council and planners got things wrong **twice**, (in the process losing hundreds of millions of dollars in federal funding, which was re-allocated elsewhere) then finally got it right the third time by listening to what its citizens wanted and **starting with the rail infrastructure that was already in place**. Now it has a fully-integrated, multi-mode public transport system consisting of commuter trains on an existing freight railroad, a light rail network that reaches areas away from the railroad and buses feeding the trains and light rail at many stations. For full details, read the “Trains” article at The Press by clicking

on “Seattle – A Sound Decision”; whilst Seattle is larger than Christchurch, the lessons to be learned are the same. Note that the bi-level trains featured in the article are too large for use on New Zealand’s railway network, but British and European commuter trains are built to a similar “loading gauge” (profile) as here, so are easily adapted to our rail network simply by supplying them with 3’6” gauge bogies

The trains illustrated here are British Class 170 Diesel Multiple Units (DMU’s); some have already been supplied to Thailand’s national railway, which is metre-gauge (3’3”). Some of the many advantages of starting the introduction of rail options into the public transport system for Greater Christchurch with modern DMU commuter trains are as follows:

1. Immediate relief of traffic congestion on the three main arterial routes into Christchurch.
2. Each train set can cater for 25 – 40 cyclists depending on the number of coaches. (Cyclists who currently drive to work from Rangiora/Rolleston could use these DMU’s and alight at Hornby, Addington and Papanui to complete their trip to work on adjacent, existing cycleways. Neat!
3. These modern units can have on-board wi-fi connections enabling commuters to access the internet whilst traveling to work – you can’t do that on a bus, or driving a car!
4. These trains are fitted with fully automatic couplers that also connect electrical and air brake systems, so joining a 2-car set to a 3-car set (e.g. at Rolleston Junction) takes only a few seconds.
5. Economic aspects: An 8-coach DMU requires only one driver; 8 buses require 8 drivers. Modern DMU’s have a life span at least twice as long as modern buses, so make better economical sense in the longer term, saving future ratepayers money! They can also be used for longer distances outside-peak times, e.g. a fast service to Ashburton/Timaru and Kaikoura would be highly attractive to travellers, and make good use of the DMU’s high availability.
6. The present tracks are under-utilized at peak commuter times, most of KiwiRail’s freight trains moving at night, and their two passenger trains departing early morning, returning late evening.
7. No need to lay new track for the new DMU trains, except to reinstate the passing loops at Papanui and Kaiapoi, and reinstate the double track north of Rolleston to near Templeton (about 8 Km) to facilitate passing coal trains from the West Coast, which run 24/7 and have high priority.
8. Introduction time for DMU trains would be 18 – 24 months, against several years for a light rail system that serves all the necessary hubs. The DMU’s would serve all the outer suburbs and satellite towns immediately upon entering service!
9. With a top speed of 160 Kph, plus a dedicated right-of-way without other vehicles (cars, buses, vans, trucks, scooters and cyclists) to slow their progress, a modern, high-speed DMU could shave at least 15 minutes off the commute times from Rolleston & Rangiora to the city. Compare that result with over \$30 million spent on bus lanes, for a net reduction in travel time of only 42 seconds! Money well-spent? You be the judge!
10. The cost of, say, six DMU sets (3 x 2-car and 3 x 3-car units), plus reinstating stations on the rail network is likely to be considerably less than the \$410 million budgeted for the light rail route between the CBD and UC. Where do YOU think we should start?

In conclusion, the writer is not opposed to a light rail system for Christchurch, and believes it is a necessary part of our future public transport system, but it is NOT the right place to start for the

reasons given above. A modern, high-speed DMU service on the existing rail network will benefit a future light rail system by getting commuters used to using rail services, so that the latter's introduction will be easier to sell to the intended users as "Stage 2" of the city's commuter rail services. If you agree with the above approach that I've put forward, then make a submission to the Draft Central City Plan in support of it by 5.00pm Friday 16th September 2011.

PROPOSAL FOR CONSIDERATION BY MAYOR & CHRISTCHURCH CITY COUNCIL

Submitter

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References

Mayor's article in "The Press" 31st December 2009, proposing a light rail system for Christchurch, and our subsequent e-mail correspondence.

Previous "Press" articles by Dr Kissling on the role of rail options in the city's public transport system, and his consultancy reports in the past to the Christchurch City Council & Canterbury Regional Council.

Introduction

This submission is about the Mayor's proposal for a light rail system for Christchurch, and how we see it as forming part of the city's total Urban Passenger Transport System (U.P.T.S.). Following the article, Dr Kissling and I have had discussions about the whole issue of commuter rail options for Christchurch, and how best to develop these concepts to allow proper planning for commuter rail to proceed in an orderly fashion, in ways that will ultimately be supported by the citizens of Christchurch and its surrounding satellite towns in Selwyn and Waimakariri.

Background

I began my initiatives with a submission to the Belfast Area Draft Plan last December, and subsequently appeared at the hearings to present supporting material (illustrated with digital photos of rail sites between Rangiora, Rolleston and Woolston) and answer questions by the panel of Councillors. At the recent AGM of the Northwood Residents Assn, I was advised that my submission was successful in having the Plan amended to include Council protection of all the land sites alongside the existing rail corridor from being sold off for alternate, non-rail transport use; they are to be protected for a future commuter rail system. (A copy of my submission is attached; the digital photos are with the Council Planning Team on a CD-ROM.) I have followed this up with a submission to Environment Canterbury on their "Metro Strategy Review", noting that it has continued to

exclude rail options from its planning for public passenger transport for greater Christchurch; a copy of this submission is also enclosed. At Dr Kissling's urging I have copied it to Dame Margaret Bazley under a separate letter asking her to take a particular interest in how Ecan's transport strategy is developed from here on, as one of her past positions was Secretary for Transport, and therefore she has a wide knowledge of public passenger transport services.

My Submission:

I believe that your proposal for a light rail system for Christchurch would best be achieved by treating it as "Stage 2" of a broader plan to incorporate rail options into the city's U.P.T.S.. "Stage 1" should be to use the existing 'heavy rail' corridors **first**, to introduce a modern, high-speed commuter train service connecting the outer suburbs and satellite towns to the city centre. My reasons for this approach are as follows:

- a. Starting with the existing 'heavy rail' corridors first doesn't involve laying new track, so costs are lower than what will be incurred when putting in a light rail system as Stage 2.
- b. No disruption to city and suburban road traffic whilst getting Stage 1 "up and running".
- c. Diesel Multiple Unit (DMU) trains enjoy a dedicated 'right-of-way' which is not shared with road traffic of any type, so higher speeds are the norm (up to 160 Kph maximum is entirely possible for our present rail system with this type of train).
- d. DMU sets can carry a lot more bicycles (& their riders) than buses can (25 – 40 against 2 only for the latter), and therefore integrate far more effectively with cycleways, enabling much greater reduction of daily car trips than is possible with bus-only public transport.
- e. Suitable modern rolling stock is available "off-the-shelf" from several manufacturers, which is easily adaptable for New Zealand's 3'6" track gauge; several British Mark 2 coaches are already running in the North Island. Coaches ordered can be configured according to the particular requirements of the purchaser, e.g. to include bicycle compartments for commuters in quick-release racks.
- f. Once Stage 1 is in operation and ridership increases, this will help to "sell" the idea of Stage 2 to commuters and other residents when they see the benefits that Stage 1 has brought to the city.
- g. Public funding (especially from govt.) will be easier to obtain for Stage 2 because of the proven success of Stage 1. *NB: With both Stages 1 & 2, as the initial service gets established, demand for increased frequency of service develops fairly quickly, and as these extra services are added, patronage and demand increases further, until citizens come to regard their rail transit system as an indispensable part of their city's infrastructure and services.*

In order to successfully re-introduce rail options to the city's U.P.T.S., the planning approach must be to implement it in several carefully-planned and funded stages, **and for each stage to be in the right order**, otherwise the whole process could be doomed to failure. Public acceptance of such a programme from the outset is paramount, as has already been proven in many American and European cities which have embarked on plans to re-introduce commuter trains and light rail into their public passenger transport services. Because of what these cities have achieved, we can benefit from their experience by avoiding planning mistakes and "getting it right" from the start.

This will ensure that Christchurch, like many other cities around the world of similar demographics, will in future be not just a **good** city in which to live but an **excellent** one. (The quality of a city's public passenger transport system is one of the hallmarks by which a city is judged by both residents and visitors alike; the best cities have fully-integrated modes of bus, commuter trains, light rail, ferry (where applicable) and cycleways).

For an illustration of the above points, please refer to the attached copy of the "Trains" magazine article describing Seattle's introduction of commuter rail into its commuter transit system. Whilst that city is more populous, it nevertheless faced similar challenges in commuter transport to what Christchurch is now facing, and how Seattle dealt with the whole process provides an excellent blueprint for Christchurch to follow.

ACTION REQUESTS TO MAYOR

1. Set up the Working Party proposed in the Press article, to develop the concepts of including commuter trains and a light rail system into Christchurch U.P.T.S., and produce a plan for the Christchurch City Council (and Christchurch City Holdings Ltd) to consider, and ultimately put before the public. (This is election year – an outline plan for this development could capture public interest and help to ensure a better voter turnout than in recent years. It could therefore also be a most useful plank for your re-election platform, given the anti-rail policy stance by certain of the outgoing Ecan councillors who are considering running for Mayor!)

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2. Appoint Dr Chris Kissling & me to the Working Party to get things started; we know of other suitably qualified, motivated people locally who could be very useful to the process. Include representation from the Council's planning staff, CCHL, Kiwi Rail's Ontrack subsidiary and perhaps one of Ecan's new commissioners if available and interested.
3. Referring to the amendments made to the Belfast Area Draft Plan in respect of protection for existing land sites along the existing rail corridors, ensure that the same protection clauses are now inserted into the other Area Draft Plans through which the existing railway lines pass.

Closing Thoughts

I have begun research among cyclist from the outer suburbs & satellite towns who currently drive to work in the city, to ascertain how many would switch to train/cycle mode if a new commuter train service was introduced. There is potential to save upwards of 50,000 daily car-commutes a year after a new commuter train service is established and providing a frequent service on the three existing rail corridors.

Dr Kissling has suggested that if your proposed 'Working Party' is set up quickly, and an initial pilot programme was approved by Council early in the process, it would be possible to have a couple of new DMU trains built, adapted, delivered and in service in time for the Rugby World Cup next year. This would significantly reduce congestion around AMI Stadium before and after the matches, and would provide a major step forward in getting Christchurch citizens to embrace the idea of a fully-fledged commuter train service for the future. The time frame would be tight, but it is just achievable.

We have been in touch with Mr Roger Lascelles, a local resident who spends half of every year living & working in London. He is an established researcher and commentator on rail transport subjects, his work having been published both here and overseas. He has well-established contacts with the manufacturers of railway equipment, detailed knowledge of the operating requirements for modern commuter trains and regular experience of the kind of British DMU sets that could be easily adapted for use in a commuter train service for Christchurch. He leaves again for the UK on 1st May, returning in November, and has indicated willingness to obtain detailed information on specifications and costings from British manufacturers for the deliberations of a Mayor's proposed Working Party.

Funding

Several media reports have been carried in recent months detailing the level of government funding approved for upgrading the commuter train services in Auckland and Wellington, involving hundreds of millions of dollars. As Christchurch is the South Island's largest city, and projected to grow by a further 35,000 households in the coming decades, it is perfectly reasonable to expect that some government funding would be made available for proposals such as those outlined above. Again, the Seattle example shows what can be accomplished in raising a mix of local authority and government funding for public passenger transport services. *There is no valid reason to be shy about asking for such funding!*

Attachments

1. "Trains" magazine article on Seattle's "Sound Transit" commuter system.
2. Internet download: Specifications on British Class 168 Diesel Multiple Unit train.
3. Internet download: Photo of Swiss Railways 'Bicycle/Baggage' coach.
4. My submission to Belfast Area Draft Plan, slightly amended to include omissions/corrections.
5. My submission to Environment Canterbury's "Metro Strategy Review".
6. Selection of pix of rail sites, illustrating ease of re-development for commuter station facilities.

Yours sincerely,

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SUBMISSION RE METRO STRATEGY REVIEW

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This submission is about the Land Transport Strategy aspects of the Metro Strategy Review.

Referring to the material sent to all households in greater Christchurch in late March, it is immediately obvious from the format of the questionnaire that Ecan transport planners are focused solely on buses and will only consider submissions on improvements to the bus services. There is clearly a determined stance **against** rail options (commuter trains and light rail) being included in the public passenger transport system for Greater Christchurch, Selwyn & Waimakariri. Nevertheless I make this submission in the hope that my voice will be added to those who have made strong representations to Ecan in the past about the need to include rail options as a necessary part of public passenger transport. Your March 2010 Newsletter "Living Here" acknowledges this on the back page in the section on public transport, 3rd paragraph – ***"many people also felt that the region's rail network needs to be used to transport passengers and freight. Other findings included the need to enhance cycling opportunities and to encourage people to use their cars less."*** So my question is: Why aren't you listening to these **many** people, and doing something about it? Look at the first word in your trading name – Environment Canterbury. If you really believed in the importance of environmental aspects of transport planning, then the development of rail options would already be in both your Land Transport Strategy and Metro Strategy – they aren't! In this regard your transport planners, and the outgoing councillors, have totally failed the citizens of Christchurch, therefore I believe that it is now up to the Christchurch City Council to take the lead in this vital aspect of urban passenger transport planning, in order to achieve a fully-integrated commuter system that includes **rail** options with buses, harbour ferries and cycling. Hopefully the Selwyn and Waimakariri District Councils will add their support to CCC.

The details of my submission are contained in my submission to the CCC's Belfast Area Draft Plan last November, enclosed with this letter. After appearing at the hearings to provide further details, illustrated with digital photos of the relevant rail sites from Rangiora to Rolleston & Woolston, my submission was successful, resulting in the Plan being amended to include protection of all railway land sites adjacent to the existing north line corridor against being sold off for alternative land uses, e.g. retail, commercial, industrial or low-density housing, etc. This should now be extended to the south and east line corridors as well to provide the same protection of these sites for development of Christchurch's future commuter rail system. Also enclosed is one of the pix downloaded from the internet, showing one of the typical bicycle/baggage coaches in extensive use throughout Europe. The specially-fitted-out bike compartments can easily be incorporated into one of the coaches of a modern diesel multiple unit commuter train.

I also enclose a copy of a recent "Trains" magazine article on Seattle's successful strategy to introduce a modern commuter rail service into its public passenger transport system by a series of carefully-planned stages over several years. Please take the time to read this article; although that city is more populous than greater Christchurch, there are many parallels with our existing transport situation and the problems that require solving, so there are some valuable lessons to be learned! I have highlighted some of the more important ones. Similar articles appear every month in the magazine's section entitled "City Rail".

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I trust that Ecan staff who have responsibility for transport planning will expand the present transport strategy to incorporate commuter rail options before it is too late (or too expensive!), and start developing firm proposals, in spite of the recent sacking of the elected councillors. (It has to be stated that this action by government, whilst justifiable, was done by the wrong process – it should have been done by giving Cantabrians an option on the voting paper in this year's local body elections to dismiss the councillors and replace them with a commissioner in the interim; that way, it would have been determined by the proper democratic process.) The departing councillors have demonstrated a determined bias against rail options being included in this region's public transport plans over many years, and in my view have acted against the best interests of the residents of Christchurch in particular. As the elected leaders, they were probably instrumental in preventing unbiased planning staff from developing initiatives in this regard.

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We would like to appear before the hearings when they are held, to provide supporting information and answer any questions. Please notify us of the date for the hearings.

I am sending a copy of my submission to Dame Margaret Bazley as Commissioner, and asking her to take a particular interest in how Ecan's transport strategy is developed from here on. As a former Secretary of Transport, she is well qualified to oversee the process, and I hope that she will guide staff in expanding the Regional Transport Plan and Metro Strategy Review to include the necessary rail options.

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SUMMARY OF BENEFITS OF COMMUTER TRAINS

The following lists *some* of the advantages of introducing a modern, high-speed, diesel multiple unit (DMU) commuter train service onto the existing heavy-rail network currently in place in greater Christchurch:

1. Provides immediate relief of the existing congestion on the major arterial roads into the city by transferring many existing car commuters onto the new trains – those who DON'T require their car for employment purposes during the day, so simply park their cars in parking buildings. For them, it will be cheaper to park their cars at a new commuter station and take the train to work than paying the high cost of inner-city parking. The remaining road users benefit from this reduced congestion:
 - a. Car commuters who DO need their vehicle for work purposes during the day.
 - b. Bus commuters, as transit times get faster due to less vehicles on the roads. ***(Buses work best when complemented by trains!)***
 - c. Cycle commuters, as less road traffic makes cycling safer whilst on those roads, and enables them to use the trains in greater numbers when travelling into the city from the outer suburbs and satellite towns.
 - d. Trucks and other commercial vehicles get around faster due to reduced road congestion.
2. The “lead-in” time is much shorter than for building a new light-rail system from scratch, because the tracks are already in place. All that is needed is to re-establish the former stations (in modern commuter form) for the new trains, and upgrade the signaling infrastructure to allow for the higher speeds attainable (up to 160 Kph). No overhead catenary needs to be erected!
3. The cost of introducing a new DMU service is therefore much lower than for the light-rail system (which should follow as “Phase 2”). This cost-saving carries over to the aspect of ‘disruption to existing businesses’, especially in respect of those which are committed to remaining in the CBD and inner suburbs – getting a new transit system ‘up and running’ without disruption to business is a sure-fire way to win early support for the introduction of rail services into the Christchurch CBD!
4. As commuters switch from cars to trains, the increasing patronage will attract further users, thereby enabling train frequency to be increased. This helps to pave the way for the subsequent introduction of the light-rail system as Phase 2, because many commuters will by then be accustomed to using the trains instead of cars to get to work, and will therefore more readily embrace the tram/trains to complete their journeys to work, where applicable.
5. Environmental: The introduction of modern DMU train services has a dramatic and measurable effect on the total pollution of any city from vehicle emissions –

transporting 150 commuters to work on a 5-car DMU with one driver is vastly superior to 75 cars on the road with only the driver and one passenger!

6. Commuters in modern commuter trains (especially business people) are able to use the commute time to do work, such as using onboard wi-fi connections to access their e-mail on their laptop and do other work, so that on arrival at their office, their minds are already in “top gear”, with several tasks completed. You simply can’t do that whilst driving a car or travelling in a bus!

My Objectives:

1. To be invited to become actively involved in the public transport aspects of the city’s rebuild with those who will make the decisions. I am not asking to be “on the city payroll” – just for the opportunity to participate with the planners, based on my knowledge and research abilities in this particular aspect
2. A “Letter of Authority” from the planning team to enable me to research and obtain more detailed information from third parties, including preliminary costings of rolling stock and infrastructure upgrades associated with the above recommendations.

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POINTS TO MAKE WITH ECAN AT PUBLIC TRANSPORT HEARINGS

1. Lack of support by Ecan for commuter rail options for Greater Christchurch currently being planned by the Christchurch City Council. (Refer to Mike Yardley’s report July 2009 “Time for a Commuter Rail Trial”.)
2. Auckland & Wellington regional councils are solidly behind commuter trains in their regions, co-operating fully with their city councils in planning, funding & operating the trains, in partnership with KiwiRail.
3. More than \$30 million has recently been spent in establishing “bus priority lanes” on the major arterial routes in Christchurch. But as soon as anyone mentions introducing commuter trains on existing railway corridors, suddenly “there are no funds available”!
4. Speed of commuter trains in comparison to buses:
 - a. Trains have their own dedicated ‘right-of-way’, free from congestion by other commuters and users.
 - b. Faster transit times save commuters time and money.
5. Integration with Cycling:
 - a. Commuter trains carry far more cycles than buses can, and inside the vehicles, not outside on racks.
 - b. Cyclists who currently commute to the CBD by car from outlying towns are therefore far more likely to switch to an integrated train/cycle mode of commuting.
 - c. Trains provide far greater safety for cyclists than what they presently encounter “mixing it” with cars, trucks & buses on our already congested roads. A reduction in cyclist deaths from other road users can be achieved by their switching to a fast, modern commuter train.

6. Growing public support for inclusion of trains and light rail into Christchurch's commuter transport system of the future (refer to "Press" editorial). Our roads simply won't be able to cope with the projected increases to commuter traffic over the coming decades, and Christchurch will accordingly be doomed to repeat Auckland's earlier failures in public transport (which its present mayor acknowledged last year in having cost Aucklanders **billions** of dollars in terms of all the extra costs incurred from not having invested in its rail system from the 1970's onwards).
7. The proven economics of modern, high-speed commuter trains:
 - a. Trains use existing tracks – no present need to build new ones.
 - b. A train of 8 coaches requires only **one** driver – 8 buses require 8 drivers!
 - c. Infrastructure traffic control of 8 buses is therefore 8 times greater than for an 8-coach train.
 - d. Infrastructure costs for trains are dramatically lower than for buses.
 - e. Lifespan of commuter train coaches is 50 years plus; buses have only half that lifespan. Trains therefore represent better value in the long term.
 - f. "Avoided Costs" are usually ignored by transport planners in deciding in favour of buses over trains: these are the significant costs of building and maintaining more roads for greater capacity (all from public funds) that are avoided by making much better use of existing rail corridors, which then allow easier expansion of services than is possible on a road network.