
From: gtx2nz@gmail.com
Sent: Monday, 26 March 2018 3:36 p.m.
To: Mailroom Mailbox
Subject: LTP Submission
Attachments: SelwynGreensECAN LTP Submission2018.docx

As attached.

Please acknowledge receipt.

Thanks,

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To Environment Canterbury

Mailroom@ecan.govt.nz Attention LTP submission

From: Selwyn Greens

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We would like to be heard in support of this submission

RE Draft Long Term Plan 2018-2028

Thank you for the opportunity to submit on this Long Term Plan.

The Selwyn Greens are a group of people with a focus on the areas within the Selwyn Electorate – these include many rural areas, some parts of Banks Peninsula, and the southern and western edges of Christchurch City. We are concerned about both social and environmental issues in our communities and as such have a strong interest in this LTP and its likely long term impacts on Canterbury residents both in our electorate and beyond.

Purpose: Facilitating Sustainable development

Sustainable development has long been recognised as an oxymoron. Environmental sustainability is not possible along with never-ending economic growth. While this purpose may be what Regional Councils are mandated to do by Central Government, we would like see something clearer and more focused on long term sustainability, rather than on short term economic growth.

Yes we need to enhance our environment but currently the opposite is happening. We are living in anything but an environmentally sustainable way; our climate is rapidly changing around us, our water is increasingly polluted, our soil resources and nutrients for plant growth are depleting and our coasts are eroding. A continued focus on economic growth as a priority looks set to crash the ecological system on which we all rely for our wellbeing. Put differently, if we don't look after our natural resources, we will lose our capacity to provide for the physical, social and cultural needs of residents of the region and the country. Becoming more environmentally sustainable is a necessity, not a choice.

- ❖ *Please advocate to prioritise the improvement of our local life support system while allowing economic development only if there is clear empirical evidence that such development will not damage the environment. Please carry out your work in ways that generally privatises the costs as well as the profits. Our communities have been the ones paying the costs of environmental degradation and this continues in this plan as we move to remediate the damage done. The profits however, have been much less spread out.*

Priorities

Overall, we support these priorities.

We also note that to maintain or improve condition of our indigenous biodiversity and our freshwater, we must also manage hazards and minimise climate change. We need to be thinking much harder about transport and urban development, both of which also affect the two top priorities and our environmental wellbeing as a region. It is all connected! This means that there is potential for seeing how maximising the benefits of work in one area can assist with achieving the work in other areas.

We also think that some of this LTP doesn't look like a 10 year plan!

- The work on public transport, in particular, has no long term focus, no vision, no goals and no steps that need to be taken, nor any measures of progress.
- Climate Change is currently moving faster than the forecasts led us to believe and yet there is no plan to do more than inform people of the risks. There is no vision or goals around this either and yet residents of Christchurch City have one of the highest carbon footprints in New Zealand.

We MUST be working together to reduce climate change causing activities (and transport makes up a large part of this) and we need our public agencies to be on board and working together on this.

- ❖ *Please make this LTP a plan in all senses of the word and show how the spending over the next ten years is actually going to get us closer to managing the challenges that face us in all areas of Environment Canterbury's work.*

Freshwater Management

We support the collaborative approach that the CWMS brings to freshwater management overall. This approach supports more appropriate decision making and better democracy.

We are much less happy about the targets that are currently driven from Central Government, which seem to prioritise economic development over the things that provide / supports our economic base. Our freshwater resources have deteriorated considerably in quantity and quality over the last decades and this would indicate that more intensification should NOT be happening.

According to Irrigation New Zealand's figures, Canterbury already has much, much more irrigation (and therefore intensification) than any other region in New Zealand. We are seeing the limit of that in the degradation of our local environment and the costs that are put onto ratepayers as a result.

Much of the Water in the Selwyn Catchment has high levels of nitrogen which can affect human health, the water borne disease rates in Canterbury are very high by comparison with the rest of the country, water treatment costs are rising, swimming in the Selwyn River is now a rare thing, eels from Te Wairewa cannot be eaten safely because of the algal blooms there. Algal blooms continue to affect the Selwyn and Te Waihora. Plastic is an issue both in our waterways and our oceans.

It seems ridiculous that, given this, we still have targets to intensify agriculture and increase the amount of land under irrigation, particularly when those using this resource don't have a use-based economic indicator of the costs they are incurring to the region as a whole.

- ❖ *Environment Canterbury should be advocating to change these targets and make them conditional on existing water quality standards and overall catchment flow rates.*
- ❖ *Development should not happen where there are already problems. It should only happen when there is evidence that management practices can mitigate the effects of that development.*
- ❖ *Large developments should be discouraged unless they can be done stepwise and monitored to ensure they will not cause further problems.*

We disagree that there is an "abundance of freshwater". Our climate is changing. Droughts are set to increase in number and intensity (as are floods). Our water use management needs to be ahead of the game on this.

- ❖ *Please change this statement.*
- ❖ *We strongly support the idea of catchment consent reviews as part of or even an alternative to plan changes. We agree that we need to make catchment plan changes more effective more quickly. This looks like a good way to ameliorate past over allocation and to monitor and enforce current water allocations.*
- ❖ *We support using land management advisors – in both cultural and farmer support roles.*

We must be taking steps to prevent plastic getting into our waterways and into the ocean. It does not seem to be mentioned in this plan. This might include voicing the need, working with other groups to stop the use of single use plastic, to require plastics to be compostable and to minimise plastic packaging. It might also include activities to filter plastic out of water.

- ❖ *Please include the need to keep plastic out of our waterways and oceans into this plan.*

Biodiversity and Biosecurity

Selwyn Greens strongly support the planned work in this area. Given that it is one of the top two priorities we feel that 6% is a low proportion of Environment Canterbury's expenditure.

- ❖ *Expenditure on this priority could be increased.*
- ❖ *We'd like to see an increased role for Environment Canterbury in protecting marine biodiversity.*

We are keen to see the Regional Council supporting work by the Summit Road Society and communities along the Port Hills. This is a good way to get communities involved in, and caring about their local environment and a pest free Banks Peninsula is a great (if difficult) aspiration for that work.

- ❖ We strongly support the expansion of the Banks Peninsula Community Initiative Programme to include the Port Hills
- ❖ *We support the use of targeted rates for the Port Hills to fund activities to achieve a pest free Bank's Peninsula.*

We wonder if the Regional Council might be able to contribute to the resilience of Christchurch City through working with community groups to restore biodiversity and wetlands in the Red Zone as a buffer against storm surges as our sea levels rise. This will almost certainly apply in a wider range of coastal areas throughout Canterbury but could increase coastal resilience at the same time as improving biodiversity outcomes.

- ❖ *Please consider how increasing biodiversity in Canterbury can be used to build more of a buffer against extreme events along our coasts*

Restoration is going to be needed and we support it. We also want to see the Council protecting what remains and stopping further clearing of native vegetation. Ideally, existing native biodiversity needs to be fenced off.

- ❖ Please add the protection of existing biodiversity into this plan
- ❖ Please allocate more Immediate Steps Funding to Water Zone Committees. This mechanism is an efficient way of spending a smaller amount of money and enabling more volunteers and other input. Zone committees do a lot with the small amount they have and it would be good to support their work to enhance water quality and ecological values more.

Hazards Risk and Resilience

As it stands, a mere 2% of this budget is provided for 'climate change integration' and 8% for emergency management. This essentially is an ambulance at the bottom of the cliff approach. We would do better economically, socially and environmentally, if our Council would consider working more at the top of this cliff.

The programme of work around climate change is vital to the future of our region. Climate change is one of the biggest issues facing us here in Canterbury and around the planet, it will affect our environment and economy as well as our health and food security. As such:

- ❖ *The Council should have a much more active role in advocating and planning for preventing runaway climate change AND building the resilience of our communities against the forecast changes in our weather and sea level.*
- ❖ *Please do more than disseminating information about the effects of climate change.*
- ❖ *Environment Canterbury should work to become carbon neutral as an organisation.*
- ❖ *Please work with local councils and Central Government to encourage and assist Cantabrians to lower their collective carbon footprint.*
- ❖ *Please look at ways in which you can leverage climate change related benefits from your other priorities:*
 - *Include some assessment of the carbon footprint of development as part of land and water use consents.*
 - *Look at how biodiversity can improve resilience to floods droughts, coastal erosion and storm surges.*
 - *Consider your work in regional and public transport as a way to change how Cantabrians travel to less carbon intensive forms.*

Air Quality

- ❖ *We support the cleaner home heating work that is going on in the Council.*
- ❖ *We support the Council loans for home heating/insulation upgrades.*

Public Transport

We agree we need a resilient multi modal transport system that does all that is outlined on Page 3 of the summary. However, the plan for public transport shows no sign of contributing to any of that. There is no discussion of how public transport fits into the wider “multimodal” transport system, nor what would make the system resilient. Given this vision, what should we be doing in greater Christchurch and the region to make that happen?

- ❖ *Please go back to the drawing board and formulate a 10 year plan for making our public transport system more effective, efficient and aligned to people’s transport needs.*
- ❖ *Introduce some goals and monitoring around increasing the use of public transport.*
- ❖ *We have an existing railway line to Rolleston and through places such as Templeton. This is a 10 year plan. We’d like to see some work planned to look at how to use this existing infrastructure to introduce commuter services into Christchurch City along this line.*
- ❖ *Please work more closely with the community and other agencies on regional and public transport. The Canterbury Water management strategy has been a very positive progression in local democracy and working with the community on water. It would be*

good to see this approach extended even partially in transport – particularly in the management of public transport and alternative options to private vehicles.

- ❖ *Please introduce more transparency in how decisions about bus routes and other possible transport options are made. Show us what funding is going into needs analyses and tell us how often this is carried out and by whom.*
- ❖ *Please indicate what happens when buses on a route are completely full at particular times of day. When/ how are decisions made to increase the number of buses that run when this happens?*
- ❖ *Consider doing some research to find out the reasons why people do not use public transport.*
- ❖ *Please work with NZTA and CCC to develop some campaigns and incentives aimed at helping people learn new ways of travelling into Christchurch City.*
- ❖ *Lobby Central Government along with other councils around the country to allow regions to set regional petrol taxes (as currently happens in Auckland) with the aim of getting money to fund and subsidise more public transport options.*
- ❖ *Work with local Councils in the region to encourage and extend the informal parking and riding that is going on – eg. in Longhurst in Halswell, and to publicise the idea and the existence of suitable parking in satellite towns such as Rolleston, Rangiora, Kaiapoi, Lincoln and Prebbleton.*
- ❖ *To have a multimodal system we need to think more about bikes on buses. They work well, however it also seems that on some runs (eg through the Lyttleton Tunnel and between Lincoln and the City) two bike racks per bus is simply not enough and people have given up trying to use the bus because it is not a reliable service.*
- ❖ *Please use GPS data from buses in Christchurch City to improve the accuracy of bus timetables. Currently timetables take no account of different travel times at rush hour and at other times of the day. Essentially this makes public transport unreliable and it also means there is no capacity to manage the problem of long gaps between buses visiting a stop and then several doing it at once. It is a good way of putting people off catching buses at times when it would really help if they did.*
- ❖ *We are surprised to see nothing allocated for working with the CCC and /or NZTA to put in more bus lanes and hence improve the time it takes to catch a bus as rush hour – please consider doing this.*
- ❖ *What evaluation have you done around tendering? Is it working well or is it limiting adaptability and leading to low wages for bus drivers?*

- ❖ *We do NOT support cutting services and increasing fares. If there are higher costs, then a small rates increase would be preferable, or a regional petrol tax. Every passenger or cyclist helps reduce the number of cars on the road and the overall transportation costs to both tax and rate payers.*

What is missing?

- ❖ *As part of your work on urban development, we would like to see some work on protecting good arable land from being given over to housing or industrial developers. Where this is unavoidable, how might housing be clustered to keep land from being concreted over?*