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**From:** Stephen Howard <s\_howard@xtra.co.nz>  
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Kia ora

Please find attached a submission on the Long Term Plan for and by KOA

Naku noa, na Stephen Howard

*Submission to*  
**Environment Canterbury Regional Council (ECAN)**  
*on*  
**Long-Term Plan 2018-28 Consultation**  
*For*  
**Keep Our Assets (KOA) Canterbury**

**KOA Canterbury wishes to speak to this submission.**

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Keep Our Assets Canterbury is a loose coalition of various groups and Individuals committed to keep those public assets, both material and abstract, which we see as very important, in public hands

## Democracy

There is still a very serious problem of legitimacy in ECAN and any Long Term Plan will fail to achieve legitimacy until that flaw has been addressed. Any long term plan should include a request to central government to immediately or at least at the next elections return ECAN to full democracy with each vote being of roughly equivalent value. As well as having appointed members ECAN is the victim of a strong gerrymander in favour of irrigating and farming areas. It is noticeable that entry into the ECAN building is controlled and unwelcoming in ways that reflect this lack of legitimate democracy. Democracy with full franchise is the foundation of our society and an asset we cannot afford to lose or if threatened, ignore that threat.

## Water

The control of water in Canterbury was the reason that ECAN lost its democratic legitimacy. Water is a public good that should be held for all generations in public trust. The run down in both quality and quantity of water in our rivers, especially low land rivers and aquifers is damning of the central government which reduced ECAN's democratic legitimacy and ECAN itself. Most of the damage is linked to the privatisation of water by being taken in large volumes for irrigation and other industrial demands. The domestic take per household is tiny compared to the take for irrigation. Unfortunately the water take is not the only damage that is linked to irrigation. Water quality is also being reduced by the flow of water carrying nutrients into rivers and aquifers.

ECAN must ensure that no more water is taken and consider methods with which to take the rights to water used in large irrigation back into public hands. We understand that a considerable numbers

of irrigators fail to meet their consent conditions. ECAN must be stronger in enforcing conditions, even to the extent of removing consents if conditions are not met.

Reviewing consents where provisions in the RMA have changed is a first step but most actions are not effective unless ECAN is ready to take strong action and is committed to treating the interests of the people as a whole as the main concern rather than the vested interests of those whom the gerrymander favours.

## **Transport**

Transport often drives the type of community development that occur. ECAN is faced with a variety of problems in the environment driven by our fetish for private motor vehicle transport and the obscene motorways that scar our land as a result. Transit's motorway building has and is locking Canterbury into the wasteful and sunset technology of the private motor vehicle, it appears that we only need these scars to meet the demands of trucking firms which pay only a tiny portion of the costs compared to the build they demand. We understand that the decisions to build motorways is in the hands of an agency of central government (Transit) but ECAN can and must do more to oppose the senseless build of motorways especially as the country works toward being carbon neutral.

In order to achieve this and in the light of ECAN's failure with existing public transport ECAN should

- Immediately allow the control of public transport on roads to return to the CCC and DCs in the area.
- Must work to establish rail services in the area with commuter trains between Rolleston in the South and Waipara in the North, while using strong nudges to encourage residents to use rail.
- Reconsider the proposal to create light rail connected to this and a light rail line to the Christchurch Airport.
- Allow CCC and DCs to allocate routes to in house bus services.
- Work toward a fare free transport system as a cheaper option than motorway building, cheaper for the country if not for the siloed regional and district councils.
- No large industrial development should occur where there is no rail link or a rail link can't be easily developed
- Large housing developments should also be closely linked to light rail or rail