

Comments

LTP 2021-31

Comment ID	1213
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First name	David
Surname	Hawke
Email address	
Are you submitting on behalf of an organisation?	No, I'm submitting as an individual
Which age category are you in?	-
Do you have any further comments on the activities proposed in specific portfolio/s (please select all those you wish to comment on):	
Where do you live in Canterbury? Select your district below:	-
Would you like to see us investing in the following initiatives in your area? Kaikoura	
Would you like to see us investing in the following initiatives in your area? Hurunui	
Would you like to see us investing in the following initiatives in your area? Waimakariri	
Would you like to see us investing in the following initiatives in your area? Christchurch	

Would you like to see us investing in the following initiatives in your area? Selwyn

Would you like to see us investing in the following initiatives in your area? Ashburton

Would you like to see us investing in the following initiatives in your area? Mackenzie

Would you like to see us investing in the following initiatives in your area? Timaru

Would you like to see us investing in the following initiatives in your area? Waimate

Would you like to see us investing in the following initiatives in your area? Waitaki

Do you wish to speak to your submission? Yes

We may use your phone number to contact you to arrange attendance at a hearing. This information will be kept private.

Phone number

How did you find out about giving feedback?

From:
To:
Subject: LTP submission
Date: Friday, 9 April 2021 8:17:04 pm
Attachments: [DH submission ECAN LTP.pdf](#)

Hi

Please find attached my submission. As per submission, my address is
I would like to attend the hearing of submissions.

Sincerely
David Hawke

Submission on ECAN Long-Term Plan 2021-2031

Name: David Hawke

Address:

Postcode:

Mobile number:

Email:

Submitting as: An individual

Age category: 65+

Which of the proposed options would you like to see us progress with? Other option. Neither of the two options is sufficiently ambitious to progress beyond an unsustainable “business as usual” approach that ECAN remains trapped within.

Anything we have missed:

- Current levels of single-occupancy vehicle use are an abomination to any conception of sustainability, and the public transport mode share is an embarrassment.
- Public transport initiatives in the Draft LTP lack ambition, leading to undesirable effects on neighbouring residents (noise, vibration, pollution) and disincentivising active transport in communities through which high volume car and truck traffic passes.
- Examples include SH 76 (Brougham St; affecting Addington, Waltham and Opawa communities) and SH 75 (Halswell Road; affecting Halswell, Hilmorton, Hoon Hay and Addington communities).
- Public transport priority lanes are set down for SH 75, but SH 76 is set to get an extra lane for trucks that will make matters even worse for the affected communities.
- ECAN should work with NZTA to implement a heavy transport and express bus lane using one of the existing motorway lanes all the way from Rolleston. The express bus should be high frequency, and single-occupancy vehicles restricted to one lane.



High traffic volumes create multiple hazards for the communities through which these roads pass (SH 76 at Collins Street, April 2020). NZTA proposes an extra lane for heavy vehicles, and ECAN must put a stop to it.

Water and land portfolio comments: ECAN has failed to effectively regulate agricultural activities across Canterbury, with increasingly polluted water ways a consequence of its inaction.



Waiau Uwha / Clarence River, December 2020.

Biodiversity and Biosecurity comments: ECAN has largely ignored its role in sustaining indigenous biodiversity, by failing to effectively regulate damaging activities on land it oversees.



4WDs tearing up the riverbed near Waiau, March 2021.

Air Quality, Transport and Urban Development comments: ECAN has overseen development of an unsustainable urban form, especially in green field developments in Halswell, Prebbleton, Lincoln, and Rolleston. It must now take bold steps to mitigate the effects of this unsustainability.



Morning peak traffic heading west at the log-jammed motorway exit roundabout onto Halswell Junction Road, 23 March 2021. People driving cars must have viable public transport or active transport alternatives. The present arrangement makes public transport run increasingly late, and walking or biking increasingly threatening and unpleasant. Consequently, we are in a self-reinforcing spiral of increasing single occupancy car use.

Two such steps might be:

1. As already described, implementing a bus priority lane in place of one of the existing southern motorway traffic lanes;
2. Changing the way it measures its PT performance, by changing from a Level of Service (LoS 29) target that emphasises trips rather than people. So, LoS 29 needs to be amended to read “95% of passengers are able to board their timetabled starting location on time, and arrive at their timetabled destination on time”.

The first of these steps addresses excessive single-occupancy car use in outer areas, while the second addresses in-town congestion by forcing ECAN to work with other local and central government agencies to facilitate public transport.

Regional and Strategic Leadership comments: ECAN must assume the regional leadership role that it claims, for example as just described.

Is the proposed increase in rates affordable for your household? Option 1 is affordable.

Further comments: The dollar amount in Option 1 is very easily affordable, and a minor part of our living costs. The societal and environmental costs of ongoing inaction greatly outweigh the immediate rates increase.

Is the proposed increase in rates affordable as a whole for the Canterbury community? Yes

Further comments: As noted above, the Canterbury community has been borrowing against future generations’ environmental wellbeing for decades. We see environmental degradation all around us, environmental regulations being neither complied with nor enforced, and an unsustainable lifestyle that

relies on highly intensive agriculture. Rates need to increase to pay for improving both sustainability and regulatory compliance.

Would you support the use of borrowing? Yes, if necessary

Supporting documents: Nil

Do you wish to speak to your submission? Yes

Personal information I don't want disclosed: No

Where did you hear about the consultation? Email

Any further comments? ECAN has a legislative mandate to take a region-wide view that city and district councils lack, but unfortunately ECAN has failed to act on this mandate over many decades. In particular:

1. It is really important to note that precision agriculture provides the means to minimise or even prevent many of the adverse effects of intensive agriculture on land and water quality, but ECAN must play its part in encouraging a much wider uptake by the rural community of this technology.
2. There is ample potential to boost PT uptake and mitigate the effects of the urban sprawl that ECAN has played its part in facilitating. As noted above, ECAN could lead wider implementation of PT priority in concert with constricting single occupancy car use on motorways, and take a sterner, more customer-focused measure of PT performance. Again, ECAN must play its part in making these changes happen.