

From: Environment Canterbury
Sent: Friday, 1 April 2022 11:27 am
To: Have your Say
Subject: Submission on draft Annual Plan 2022/23

Anonymous User just submitted 'Draft Annual Plan 2022/23 submission' with the responses below.

First name

Mark

Last name

Alexander

Email address

Phone number

Are you submitting on behalf of an organisation?

No, I'm submitting as an individual

Which age category are you in?

40-64 years old

Do you wish to speak to your submission at a Council hearing?

Yes

Which bus fare structure option would you like to see trialled?

Option 2: \$2 flat fare for adults and \$1.20 for children across bus zones 1, 2 and 3

Tell us more about why you support the selected bus fare option.

Option 2 benefits a much wider range of residents. Those who would benefit under option 1 also benefit under option 2, the reverse is not true. Ecan continues to submit on Plan Changes in the Selwyn District in support of public transport. Option 1 will not increase bus patronage in/from the Selwyn District to Christchurch City. Option 2 will. There is a much a greater CO2 reduction from each vehicle that does not commute/drive from Selwyn to Christchurch and return than a vehicle that simply drives within Christchurch City. Zone 2 & Zone 3 fares are a strong disincentive for PT uptake in the Selwyn & Waimakariri Districts.

Any other comments on bus fares?

Ecan needs to be more proactive on reviewing bus routes. As new large subdivisions are established bus routes need to be established in these subdivisions. It is much harder to get new residents to use PT when PT arrives 5 - 10 years after they move into their new home in their new subdivision.

Is borrowing and repaying through general rates the right approach for this regionally significant event?

No

How else might we pay for our share of this work?

Borrowing is appropriate. Funding should be through both general and targeted rates. There is regional benefit and there is location specific benefits, hence this should be funded from both regional and targeted rates.

How do you think recovery from flooding of this scale – events that impact state highways, bridges, rail and power for example – should be funded in the future?

State Highways are the responsibility of Waka Kotahi. Regional funding should not fund state highways. Similarly Kiwi Rail is responsible for its network. Power Line Companies are commercial companies and are responsible for their own networks. Is there an implication that the ratepayer should subsidise these companies/organisations? If so then the answer is most definitely NO. Ecan should be more proactive in ensuring that its rivers, river protection and drainage networks are properly maintained to cope with more frequent higher rainfall events. It isn't appropriate to see river beds full of gravel, gorse and broom.

Which option for distribution of rates in Ashburton River rating district do you support?

I don't have a preference

Any other comments on flood protection in Ashburton?

The proposed rating changes seem strange to someone outside of the rating area, with significant decreases for some and significant increases for others. Could the changes be more gradual and phased in over time?

Any other comments on Environment Canterbury's draft Annual Plan or other matters?

The online submission system did not recognise my "suburb" My "suburb" is RD 7 Christchurch. Further work is needed on the river networks in the Selwyn District that are outside any rating area. Ecan, through its planners, should stop submitting on plan changes in the Selwyn District regarding the provision of Public Transport which is an Ecan function. That makes a mockery of Ecan . Work with the Selwyn District Council instead. Plan on providing increased PT services to growing areas.

Where did you hear about the consultation?

Email
Social media (Facebook, Instagram)
