

Response ID	5651917
Date of Contribution	16/04/2024 11:46:36 AM
First Name	Scott
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Your contact details

Email Address	
Post Code	
Are you submitting on behalf of an organisation, association or community group?	No, it's my personal submission
Name of organisation, association or community group	

Supporting your submission

Anyone can make a submission. All submissions will be considered by Council in accordance with our submissions policy before they make a decision.

You can upload documents to support your submission. Please make sure each page includes your name. The maximum file size is 200MB	See Upload File 1 section.
You can upload documents to support your submission. Please make sure each page includes your name. The maximum file size is 200MB	See Upload File 2 section.
If you would like to give feedback via a video, add a link to YouTube or Dropbox file below	See Upload File 3 section.
If you wish, you can also come to talk to Council about your submission at public sessions that are known as 'hearings'. Do you want to speak to Council about your submission at the Long-Term Plan hearings?	Yes
Please provide your phone number so we can contact you to schedule a hearing time	
Which age category are you in?	

Environmental Regulation and Protection

We are Canterbury's environmental regulator. We are responsible for managing natural resources including air, soil, water and land. We work with mana whenua, stakeholders, and communities to promote the sustainable management of these natural resources, and protect and enhance the health of our natural environment.

Question	Answer
We are proposing three options for funding our Environmental Regulation and Protection services. Please indicate which option you prefer	
Tell us more about the option you chose. What would you support and what would you suggest we change or do differently for Environmental Regulation and Protection?	

Targeted rate for Christchurch district biodiversity

We are proposing to fund more work to improve indigenous biodiversity outcomes in Christchurch and Banks Peninsula through a new targeted rate to properties in those areas.

This would be in addition to the work already funded through the existing regional rate. \$1million for this additional work is already included in Council's preferred option for Environmental Regulation and Protection services.

This equates to rates of 72 cents per year per \$100,000 of your property value.

If there is sufficient support for this new targeted rate, Council could decide to include this targeted rate regardless of whether Option 2 is ultimately accepted.

Question	Answer
Do you support this new biodiversity targeted rate?	
Tell us more about why you support / don't support this biodiversity rate?	

Community Preparedness and Response to Hazards

We support the community to be prepared for, and be able to respond to hazards, and to be prepared for changes in the natural environment.

Question	Answer
We are proposing three options for funding our Community Preparedness and Response to Hazards services. Please indicate which option you prefer	
Tell us more about the option you chose. What would you support and what would you suggest we change or do differently for Community Preparedness and Response to Hazards?	

Targeted rate for Selwyn district for river resilience

We are proposing a trial in the Selwyn district to carry out additional flood and river resilience activities.

Existing schemes do not change.

The cost for this additional work will be through a targeted rate to all properties in the Selwyn district. \$200,000 for this additional work is already included in Council's preferred option for Community Preparedness and Response to Hazards. This equates to rates of \$7.08 per rate-paying property in Selwyn district in 2024/25 (Year 1).

Question	Answer
Do you support a new river targeted rate in Selwyn?	
Tell us more about why you support / don't support this river rate	

Public Transport

We provide urban bus services within the Canterbury region, and ferry services in Christchurch.

We do this because public transport increases accessibility, connects communities and contributes to significant environmental benefits such as reduced greenhouse gas emissions, better air quality, and improved travel times across the transport network.

Question	Answer
We are proposing three options to fund Public Transport services. Please indicate which option you prefer	
Tell us more about the option you chose. What would you support and what would you suggest we change or do differently for Public Transport?	

Fees and Charges schedule

In order to make our consent-related costs more transparent, we are proposing a move towards a fixed-fee approach for some of our consenting work.

There are a number of benefits to this for our community including certainty of invoice amount, more timely invoicing, removing the need for a deposit and standard site visit costs will be built in.

Question	Answer
Do you agree with this new fees and charges proposal?	
Tell us more about why you support / don't support this approach. What would you support and what would you suggest we change or do differently?	

Uniform Annual General Charge / Uniform Annual Charge (UAGC/UAC)

UAGC/UAC are flat charges that are applied at the same amount for every property, no matter the value of your property. We currently charge ratepayers \$54.49 (in the 2023/24 year) for a range of services funded by UAGC or targeted UAC. This income represents approximately 8% of the total amount of money we collect from rates.

Council's preferred option is to set the UAGC and UAC charges to approximately 8% of total rates each year of the Long-Term Plan. This means as rates rise in the future, the value of the UAGC/UAC component of rates will also rise.

Question	Answer
Which Uniform Annual General Charge/Uniform Annual Charge	

(UAGC/UAC) rate increase would you support?	
Tell us more about the option you chose. What would you suggest we change or do differently?	

Strategies and policies

Question	Answer
We'd value your feedback on any of these strategies and policies	
Tell us what you think about the Financial Strategy	
Tell us what you think about the Revenue and Financing Policy	
Tell us what you think about the 30-Year Infrastructure Strategy 2024-54	
Tell us what you think about the Engagement, Significance and Māori Participation Policy	

Upload File 1.

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In regards to public transport as a driver on the Christchurch network I believe the most cost effective solution to delivering a better overall transport network here and nation wide is to significantly increase the annual average occupied seated capacity over a 24/7 period from the mere 5.5% it currently sits at the moment and to look into the feasibility of delivering other forms of public transport with support from central government.

Things that should be looked into include

- Real time on board trip allocation for buses, just like getting a door allocation in real time a bus is assigned (or manually assigned by the driver) the next available trip when the bus reaches its terminus. This would allow buses to run non stop and free up buses that would normally sit stationary on the side of the road or are only used for peak periods be available for other routes to increase frequency
- Major overhaul of the network to allow for a 10 min frequency without a scheduled timetable by shifting to a single route per arterial road and having direct through routes that service one or two areas and only stopping off at on or two locations along the way eg Rangiora to Rolleston via the motorways with one or two stops prior to the city and less stops in each district eg like existing park n ride services
- Breaking the Orbiter up into an eastern and western route, with limited travel on arterial roads as possible to reduce delays
- Introducing a city loop service
- Traffic light priority and centralised bus lanes (long term)
- Potentially a shift towards the day to day operations being solely run by ECAN with companies like Ritchies and Kinetic simply supplying personal and vehicles. This would allow for more resilience and flexibility of resources by opening the door up for other companies to supply staff and vehicles could be able to be moved around the network more freely (especially if the first point was to be implemented)
- It would be good to see the Metro brand expand out of the Canterbury region to other parts of the South Island - could be an opportunity for resources to be shared and companies could increase the number of spare vehicles on hand as these costs could be shared with other regions.

Additionally I think ECAN should seriously look into the feasibility of subsidising a long term EV van lease scheme for workplaces/schools who want to participate as a way for staff and students to get to and from work/school. By using their own staff as drivers (parent volunteers for students) and covering the recharging costs themselves, ECAN could charge a flat \$10 weekly fee per seat for all seats inc the driver whilst subsidising the other costs involved in the scheme - this would provide an alternative form of public transport for those not willing to use the status quo but ultimately achieve the same goal of getting people out of their cars and reducing congestion.

Scott Nelson