

## 12. SUBMISSION – ENVIRONMENT CANTERBURY’S DRAFT 2005/06 ANNUAL PLAN

The Board **resolved** to ratify its submission to Environment Canterbury’s draft 2005/06 Annual Plan as follows:

### 1. **Water Quantity and Quality and Ecosystem**

The Board wishes to support “on-the-ground community participation in waterway restoration or enhancement” (p46). The association of Environment Canterbury and Christchurch City Council in establishing the Cashmere Stream Core Group through Manning Intermediate School is a project which should be included in the Annual Plan.

#### **Reasons:**

- (a) The project monitors the “health” of the stream including water quality, invertebrate counts, as well as the bird life and plantings around the stream.
- (b) The Group also seeks to raise awareness of issues related to the stream with other groups and other schools.
- (c) The concept of a community action plan for the Cashmere Stream (upper Heathcote) should be developed and supported through the Annual Plan.

### 2. **Air Quality**

The Spreydon/Heathcote Community Board supports the start Environment Canterbury has made towards reducing emissions from home heating through the Clean Heat Project (4,300 homes in 2005/06). However, the uptake of the subsidy by people without a Community Services Card has been low and \$12,000 additional expenditure in our view is unlikely to assist. We support any application by Environment Canterbury to Central Government for funding for the Clean Air Project due to Christchurch’s particular environmental circumstances.

### 3. **Public Passenger Transport**

ECAN should try to ensure through the bus services tendering process that driving city buses may be seen as a worthwhile and adequately rewarded career to assist operators to recruit and retain sufficient numbers of bus drivers and so achieve the target of 95% passenger satisfaction with the services.

The Spreydon/Heathcote Community Board would support an Environment Canterbury application to Central Government for a subsidy for public transport in Christchurch and in Canterbury.

### 4. **Regional Land Transport**

We believe that the congestion now being experienced in Auckland (p.40) is already occurring in Christchurch at peak times and planning for appropriate infrastructure is now urgent.

We would like the targets to include planning for rail not only in the Greater Christchurch area, but also to include again the longer distance destinations of Greymouth, Westport and Hokitika (to the West), Ashburton, Timaru and Dunedin (to the south) and Kaikoura and Picton (to the north)

### 5. **Light Rail**

For much of the last century, people in Christchurch mainly cycled, walked, used trains then buses. From the 1960s the private automobile has taken over as a main means of transport. The 1970s saw the development of expressways within and motorways outside Christchurch. However there is no doubt that by the middle of this century the world’s oil supplies will be so depleted that the private car will no longer be viable as a means of daily transport.

It makes sense that we should plan now for the long-term reinstatement of the train or light-rail in Greater Christchurch, besides hourly train commuter links to “new towns” such as Rolleston, Kaiapoi and Rangiora.

Future provision of light rail infrastructure requires a minimum of the current resources put into the planning and construction of motorways. The planning needs to be advanced, including planning and designating future routes and acquiring land where necessary.

## 6. **Emergency Management**

The Spreydon/Heathcote Community Board supports the efforts of ECan and the Canterbury Civil Defence Emergency Management Group (CDEM).

As local community leaders, Community Boards should be involved in the facilitation of Civil Defence. Ideally Civil Defence should be built into the fabric of our culture before, not after any Civil Emergency.

The Spreydon/Heathcote Community Board could sponsor local seminars in order to develop public awareness and participation.

Formal structures need to be built with the community e.g. Neighbourhood Support Groups, Residents' Associations, school PTA's and Boards of Trustees. Using the analogy of a tree, the local residents and community organisations are like the root structure of a large tree with the Community Board at an important juncture before the tree-trunk of Civil Defence.

## 7. **Waste, hazardous substances and contaminated sites**

The Board supports the river management care plan. Regarding pollution prevention, (p42) the Board is eager to be viewed more effectively than it currently is in this regard. ECan's recent public meeting on the Heathcote was very well managed. However Community Boards are at the interface of Christchurch's local authorities and the community. We would like to have a more active role in river management responses involving the community in this important issue.