



Ecology Action Centre – Candidate Survey 2024

Candidate for Councillor, District 13 – Prospect Road - St. Margarets

Name of Candidate: Robert Holden

1. The [Halifax Green Network Plan](#) (HGNP) should be used to guide the region's growth, but full implementation of the plan requires resources and enforceable rules to protect important greenspace and wildlife corridors. Will you support the full implementation of the HGNP to protect the Green Network? Explain why or why not (optional).

Yes. I agree with the core principles of the plan. There needs to be a healthy balance.

The Zoning by-laws for district 13 need to be updated to take moderate, sustainable growth of single family homes, duplexes and town houses into consideration in some areas currently zoned wood lots that are privately owned. I believe this can be done with consideration for the principles outlined in the plan. I do not support high density developments in district 13.

It appears that knee jerk reactions are resulting from the mass immigration strategy and HRM bureaucracy is leaning towards changing zoning to allow for it. One offs.

I think we need a long term plan well thought out with input from residents. Not reactionary one offs that could result in damage to what the people in district 13 value. Our natural environment, recreational space and tourism. Those are the strengths our residential and business communities need to be planned around.

2. Will you commit to ensuring Halifax Transit attracts and retains enough staff to implement the Bus Rapid Transit (BRT) network and ferry routes in the [Rapid Transit Strategy](#)? Explain why or why not (optional).

Yes. I was a bus operator for transit for 5 years. I left in 2013 when my daughter was born. I am a single dad who has raised his daughter. Work scheduling did not allow for me to do both.

I believe people are the most valuable resource we have in government and business. A healthy work/home life balance is not present at transit. The working conditions are sub par. That needs to be improved upon.

Improving the working environment at transit will help attract people to work there and to retain them.

More drivers are required so that over time is not forced.

The starting wage needs to be increased and the top wage needs to be increased. The amount of time it takes to get to the top of the pay scale needs to be decreased.

The scheduling needs to improve so there are not as many split shifts with dead time in between. Oerators 8 hour shifts can take 10 hrs plus and 10 hour shifts can take 12 plus hours to complete.

Scheduling needs to better take into account the amount of time off each day operators are guaranteed to allow for adequate sleep and a healthy work family life balance.

Realistically, we do not have transit service the us usable for the vast majority of people in District 13. A different approach us required to service more rural areas using smaller vehicles that go in more directions. More service to destinations need to be available more frequently every day of the week.

I disagree with spending more than billion dollars on electric buses and ferries when there are much more pressing issues to address with transit. More analysis on the electrification agenda is required.

More better service to more areas should be the priority.

3. Will you commit to implementing the [Road Safety Strategy](#) and achieving its vision of zero injuries and fatalities across all modes of transportation? Explain why or why not (optional).

No and yes. My response varies defendant on the specifics.

Some of these measures are not practicle , are poorly conceived , designed, implemented and maintained.

There is not adequate street parking in Halifax and Dartmouth. Traffic is not flowing as it should. There are not enough access points to our urban areas from the south west side of the peninsula and traffic bottlenecks at the too few access points.

More services and infrastucture along with better transit services in district 13 are required so fewer people need to commute back and forth to the urban centers as frequently. A more equitable division of resources, services and infrastructure amongst districts would serve everyone better.



The way HRM is designing and building bike lanes in Halifax is creating more problems than it solves. Cyclists are not using them and are not abiding by the traffic laws. They are creating havoc for motorists. Improvement in the design is required. Our streets were not designed for what is happening. A different approach to bike lanes is required for everyone's safety, timely traffic flow and adequate street parking.

Cyclists should be required to be tested in operation of their bike and rules of the road. They should require a licence and licence plate that is clearly displayed.

Cyclists should be required to have public liability and public damage insurance to drive on the roads.

The St Margaret's Bay Road and route 333 require bike lanes and safe walkable curbs that are maintained.

Our roads were not designed for the amount of diverse traffic they are being used for. Better planning is required to allow for the flow of traffic and parking.

Right now Halifax planning is a disaster.

4. Are you committed to ensuring the continued implementation and full funding of the [JustFOOD Action Plan](#) as the municipality's first comprehensive, long-range food strategy, which will increase collaboration across levels of government and among community partners, strengthening our collective capacity to build a just, healthy, and sustainable food system. Explain why or why not (optional).

Yes. Healthy, affordable and easily accessible food must be available to all.

I believe more community gardens in more locations throughout the municipality would be a great asset for all.

5. With climate change wreaking heat waves even in temperate climate zones, and the price of home-heating fuel spiking due to global conflict, access to affordable home energy efficiency has become a human right crucial to comfort and standard of living. Cities across Canada are seeing tenants mobilize for these rights. As an elected official, would you support a "right to efficiency" by-law supporting tenants' rights to affordable energy efficiency support? Explain why or why not (optional).

No. Everyone needs to be included in these programs based on need and household economics.

Some unsubstantiated assumptions are touted in the statement. Mainly that only tenants are experiencing hardships outlined.

People who are not tenants need to be considered in the same breath or I will not support it.

There are serious issues with the electrification agenda that need to be addressed.

6. There are multiple stressors on local freshwater quality and quantity such as increased development and an increase in water-related climate events (e.g., floods, droughts, storms). Do you commit to advocating for and supporting watershed level management in municipal planning? Explain why or why not (optional).

Yes. The mass immigration and high density housing agenda needs to be addressed.

It is not sustainable and is causing crisis to profit high rise developers. It is short sighted and not planned.

It creates scarcity of resources, services and infrastructure.

Zoning by- laws need to be up dated to allow for sustainable, moderate, responsible growth.

7. Will you, in the absence of a provincial Coastal Protection Act, advocate for and work towards passing municipal by-laws designed to address development on vulnerable coastal properties and infrastructure? Explain why or why not (optional).

Yes. Everyone needs to have access to both oceans and lakes.

That and to protect the coast from erosion. We are paying tax to governments in the name of climate change and part of that money is to go to mitigate damage resulting from erosion.

Our tax should not be handed over to those with the most to protect their properties specifically. It needs to benefit all.

