

Make Submission

Consultee	Anglican Advocacy (77363)
Email Address	advocate@anglicanlife.org.nz
Company / Organisation	Anglican Advocacy
Address	The Anglican Centre 10 Logistics Drive Christchurch 8051
Event Name	Long-Term Plan 2018-28 Consultation
Submission by	Anglican Advocacy (Anglican Advocacy - 77363)
Submission ID	2018-28 LTP -1336
Response Date	26/03/18 10:40 AM
Consultation Point	Hazards, Risk and Resilience (View)
Status	Submitted
Submission Type	Web
Version	0.1
Hazards, Risk and Resilience Support/Oppose	
See page 10 of the Consultation Document.	
Please select one of the following:	I generally agree with the activity proposed for Hazards, Risk and Resilience.

Hazards, Risk and Resilience Comments

Please provide any comment.

We support the Climate Change Integration programme provided the scope is widened to include mitigation as well as adaptation and communication. Mitigating climate change is an essential part of stewarding our resources for future generations and should be given (at the very least) equal weighting to adaptation.

We challenge the assumption that “the Government’s stand on the statutory role for regional councils for climate change will remain as ‘adaptation’ to the effects of climate change, and not ‘mitigation’ of greenhouse gas emissions” given the implementation of a Zero Carbon Bill is underway. This legislation is likely to have implications for regional councils across the country. For example as the entity responsible for delivering public transport services in Canterbury, ECan would be required to contribute towards the reduction of transport-related greenhouse gas emissions.

ECan should be taking a much more proactive approach to reducing its own carbon footprint, while also exploring a mitigation strategy for the region. If the required data is not already available from

central government agencies, part of the programme should be collaborating with city council and territorial authorities to establish a greenhouse gas inventory for the Canterbury region.

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Submission by	Anglican Advocacy (Anglican Advocacy - 77363)
Submission ID	2018-28 LTP -1335
Response Date	26/03/18 10:40 AM
Consultation Point	Public Transport Options (View)
Status	Submitted
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Public Transport Options

Public Transport is one of the programmes in the Transport and Urban Development portfolio. For the first year of the Long-Term Plan 2018-28 we are proposing changes to the Public Transport programme as outlined in the **Consultation Document**.(on page 14)

To make comment on the Public Transport propped changes please complete the selection panel below.

To make comment on the the whole Transport and Urban Development portfolio, please use the tab on the left.

Please review the options in the Consultation Document and indicate which option you support: Option 4 – none of the above. (Please provide comment/ideas for an alternative solution)

Public Transport Comments

Please provide any comments.

We do not support any of the given options on the basis that all three include a reduction in the Total Mobility subsidy and the removal of six bus routes, and therefore do not actually present a genuine choice.

Regarding the Total Mobility subsidy: it is unacceptable that part of the burden of funding shortfalls should be shouldered by vulnerable populations i.e. those with impairments that deem them eligible for the subsidy.

The supporting documentation states that this service has grown in popularity, which we take to mean there is an increase in demand for assistance from those who are 'transport disadvantaged'. The appropriate response would be to seek more funding for the service, rather than allocating less funding overall.

Furthermore, with Canterbury's ageing population projected to increase significantly (close to a quarter of the population of Greater Christchurch will be 65 years or older by 2033)¹, it is safe to assume that the number of people eligible for this subsidy will also continue to increase. Continuing to cut the services that those who are 'transport disadvantaged' rely on is neither a fair nor equitable solution as it impacts the ability of these people to participate in society.

Regarding fares: We do not support an increase in bus fares. We suggest that the farebox recovery target needs to be reassessed in light of the current Government's more favourable stance towards public transport, and that more of an effort should be made to secure NZTA funding rather than passing the cost on to the passenger.

Regarding proposed discontinued bus routes: It is a concern that four out of the six routes (135, 145, 150 and 535) that are proposed to be removed are routes that service (either completely or in part) areas of higher deprivation, such as the Eastern suburbs. Again, efforts need to be made to secure more funding for the public transport network as a whole, rather than cutting services simply because they do not bring in as much revenue as more populated routes.

General comments: Public transport needs to be re-framed from being 'subsidised' to being an investment in terms of its ability to provide social and economic benefits. These include but are not limited to: reducing congestion (thereby reducing pollution); contributing to higher levels of social cohesion and engagement; improved access to employment and education opportunities for those who cannot drive (which in turn contributes to improved health and criminal justice outcomes and greater levels of social equity).

1 CDC, *Ageing Population: Identifying the risks and opportunities of an ageing population in Christchurch and Canterbury*, March 2015)