

From: Environment Canterbury
Sent: Wednesday, 9 March 2022 10:24 pm
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

Mia

Last name

Swart

Email address

Suburb

Russley, Christchurch

Phone number

Are you submitting on behalf of an organisation?

No, I'm submitting as an individual

Which age category are you in?

15– 24 years old

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

No

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

Option 1 (preferred): Fare-free for under 25s, students, Total Mobility and Community Services card holders

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

This option gives support to people who are generally poorer, and thus not able to afford a car. This is also the option projected to boost bus usage the most, which I believe will improve the bus system in the long term. I myself am a 20-year-old student who doesn't own a car. As I am already deep into student loan debt and unable to work much, the added expenses of buying, maintaining and fueling a car isn't worth it to me. However bussing often takes a lot longer than driving, and having to pay \$2.65 for a bus trip that can take upwards of an hour when an equivalent car ride is about 15 minutes is no good either. Sometimes I will not go to a place if it's too hard to access via bus, or ask my parents to drop me off. Similarly I won't use the bus if it's to buy something and the cost of getting there doesn't make it worth the price. This limits my freedom and independence and has a negative impact on the local economy. Therefore I support Option 1. In the short term I would be much more willing to ride the bus if I don't have to pay anything, even if it is more inconvenient. If this option boosts overall bus use rates and revenue in the long term, there is more incentive for Metro to run buses more frequently, on average lowering the amount of time needed to get from A to B. This would in turn make riding the bus a more appealing option overall.

Any other comments on bus fares?

In general I think it makes sense to target young people with regards to bus fares, as lots of people in this group don't own a car or know how to drive making the bus their only usable option. Thus if bussing is made appealing to this group, they may be less likely to use a car when they are able to, which will boost bus usage in general. Older people are more likely to already own a car and thus are less likely to benefit from using the bus, so any fare plan targeting them may be less effective.

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

Yes

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?

Make any company heavily involved in producing carbon emissions pay for it. These events are going to become more frequent due to climate change, which they are actively contributing to. It's only fair if they pay for their mess.

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

I don't have a preference

Would you support a levy to accelerate action in response to climate change?

Yes

Where did you hear about the consultation?

Social media (Facebook, Instagram)

Print ad or billboard
