

From: Environment Canterbury
Sent: Tuesday, 8 March 2022 1:37 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

Cameron

Last name

Matthews

Email address

Suburb

Addington, Christchurch

Are you submitting on behalf of an organisation?

No, I'm submitting as an individual

Which age category are you in?

25-39 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.

When considering travel options as a group or family, any per-person fee can quickly result in private car travel becoming the most cost-effective mode, even for low fees. It's my hope that free transit for children and young adults will mean the default mode choice for any trip size (except very local) whether as an individual or group becomes active or public transport. Not only should this improve GHG emissions and traffic (the most of all the options), but in the short term result in a well-utilised/popular transit system which is a better experience for those using it (stronger community interest in operational optimisations and willingness to engage in further funding/investment, and private interests near popular stops and destinations can invest in developing these areas without relying as much on car-dependent customers and tying up land as unproductive carparking), while in the long term a proportion of those who benefit from fare-free when they're young will go on to be long-term public transport users - maybe as avid champions of PT in general, or more likely just people who when planning a trip to the shops think of active or public transport modes first.

Any other comments on bus fares?

In Vancouver there is a scheme where the students at the University of British Columbia pay a flat amount per semester which grants them unlimited use of the extensive public transport network there. There's a fairly involved opt-out process so would end up generating a lot of revenue for the transport operator and/or network owner - which could be used to fund better/more frequent services or something like light rail investment. Could be worth considering in future (if fares-free proves too costly or something), especially if it can be added to student fees and thereby be payable as part of student loan - deferring the cost on students until such time they are able to afford them. Our university does attract a lot of students from around the country, many of whom would leave the city soon after completing their studies. This could be a mechanism to share the costs of the PT network better across those who benefit from it. I see it as a better version of the proposed tertiary concession, if the other two options fail to fire!

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

Don't know

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

What current or future projects or activities would you like to see funded by such a levy?

Protected cycleways, dedicated buslanes. A bit down the track: regional passenger rail (electrified + dual-tracked), light rail/trams primarily replacing current bus priority corridors, with good connections to heavy rail corridors.

Where did you hear about the consultation?

Social media (Facebook, Instagram)
