

**From:** Environment Canterbury  
**Sent:** Monday, 21 March 2022 8:26 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**

Isaac

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**Last name**

Freeman

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**Email address**

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**Suburb**

Heathcote Valley, Christchurch

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**Phone number**

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**Are you submitting on behalf of an organisation?**

No, I'm submitting as an individual

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**Which age category are you in?**

40-64 years old

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

No

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**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

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

My real preference would be to make buses free for everybody, without targeting. New Zealand urgently needs to reduce carbon emissions, and making public transport more attractive is one of the easiest steps regional government can take to make a significant difference. We should be systematically identifying and removing every reason why people choose private vehicles over public transport, so that it becomes the natural choice for most journeys. Fees are one of those barriers. With the rapidly rising cost of living, free public transport would also make a significant financial difference for low-income households, improving access to work, schools, and healthcare. Of the three options on offer, Option 1 comes closest to my preference. While I personally am not in the target groups, it's the option that casts the widest net, and the more people use public transport the more everyone benefits from reduced emissions and greater social cohesion. The cost in increased rates is tiny compared with the amount of taxpayer money that's wasted every year on low-value motorway projects, and the benefits much greater.

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**Any other comments on bus fares?**

Fares are one barrier to getting on a bus. Also important are the frequency and predictability of service.

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

Yes

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**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?**

I'm comfortable with borrowing for flood-protection work. It's sensible to advance this rapidly to reduce the risk of much greater costs from future flooding events.

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

Option 1 (preferred): Redistribute rates in the Ashburton River rating district.

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

Yes

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

I'd like to see a primary emphasis on rapidly reducing emissions, balanced with protection projects where appropriate and cost-effective, and rates structured to incentivise positive behaviour change from those of us who can most easily afford it. Environment Canterbury has access to experts in relevant disciplines who can recommend specific projects and activities with far greater knowledge than I have.

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**Any other comments on future funding for responding to climate change?**

Responding to climate change is urgent and crucial work that should dominate eNvironment Canterbury's agenda for the foreseeable future. Some of that work will be expensive, and rate increases are appropriate and reasonable. We can expect the expense to continue to rise, so it's financially prudent to do the work as quickly as we can.

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**Where did you hear about the consultation?**

Word of mouth

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