

**From:** Environment Canterbury  
**Sent:** Friday, 18 March 2022 2:58 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**

Peter

---

**Last name**

King

---

**Email address**

---

**Phone number**

---

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

No, I'm submitting as an individual

---

**Which age category are you in?**

65+ years old

---

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

Yes

---

**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.**

If Canterbury is to make any meaningful reduction in carbon emissions there has to be a very large increase in the use of public transport. Because of the disastrous housing development policies over the last decades only buses have a chance of offering a workable public transport service. This presents a chicken and egg problem. Only if a quality high frequency service is offered will people use the buses and using a fare based system an effective service can only be offered if there are many passengers. The selected option presents an opportunity to break this impasse.

---

**Any other comments on bus fares?**

"Free" bus fares on one level appears to be an expensive option but this is not the case when looked at properly. Private motor vehicle travel requires billions of dollars of expense for road and motorway building plus parking facilities at both ends. The continued use of private motor vehicles will also be a major contributor to climate change and a significant factor in the immense costs required for mitigation works. The removal of bus fares is over the longer term a cheaper way of addressing climate change.

---

**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?**

Flooding and the spreading of erosion materials over the Canterbury plains is a natural process that has been occurring for millions of years and will continue indefinitely. Our approach to dealing with future events of this scale must move away from building facilities and then trying to protect them and instead must become one where such events are accepted as part of nature and we build facilities in such a way that the recovery is made easier. It is pointless trying to "insure" against a certainty we must instead work around the problem.

---

**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?**

The most urgent projects are those that allow increased housing intensity and therefore effective public transport and services/facilities that are accessible to people using micro transport, walking or cycling. Apart from the obvious saving in emissions from individual vehicles the real savings are from not having to build all the infrastructure to support stand-alone houses that are part of the car environment. An apartment block with say 50 units has a fraction of the roading, footpaths, streetlighting, power lines, fibre lines, telephone lines and house building materials. Without such changes addressing climate change cannot be done effectively.

---

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

The costs of adapting our way of life to combat climate change will be immense. Some of this money can come from not spending it on facilities for our current sprawling housing society but there will be extra costs for long distance rail and coastal shipping, offset by savings on inter-city roading and long distance road transport vehicles.

---

**Any other comments on Environment Canterbury's draft Annual Plan or other matters?**

New Zealand is not yet even starting to address the changes required to reduce our emissions. So far all we have done is try to think of ways to maintain our current way of life with as little change as possible. This will inevitably lead us to pursuing red herrings and failing to make meaningful reductions in emissions. What has to be accepted is that emissions must be reduced by something like 80 - 90% and concentrate on how to do this. This will inevitably lead to accepting very large changes in our way of life rather than the minimised changes which are the current focus. Whether this can be achieved politically is a big question but if we do not tackle it we are just indulging in pretence and greenwashing.

---

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

Postcard

News article

Email

---