

From: Environment Canterbury
Sent: Thursday, 31 March 2022 12:53 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

Matthew

Last name

Edmonds

Email address

Suburb

Avonhead, 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 2: \$2 flat fare for adults and \$1.20 for children across bus zones 1, 2 and 3

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

Thank you for the opportunity to make a submission concerning the Environment Canterbury draft annual plan. I am an undergraduate student from the University of Canterbury, working towards a degree in Geography and Environmental Science. I do not represent the University of Canterbury, nor the School of Earth and Environment. I live in Avonhead and use the bus frequently, but not regularly. I do not have access to a car. My primary mode of transport is by bicycle. However, I do use the bus to commute longer distances, such as New Brighton or the Port Hills. Over summer, I used the bus regularly to commute to Lincoln. I use it to get to the airport, go shopping. This submission outlines why I support Option 1 under the annual plan. If my degree has told me anything, I understand the effects of climate change and the consequences of inaction. I know that we need to take drastic measures to overcome this challenge. With transport accounting for up to 20% of New Zealand's emissions, there is a huge incentive to rethink transport. Reducing costs for using the bus service will eliminate people opting for other modes of transport based on cost, a valid concern for tertiary students and children. Therefore, more people will use the bus instead of private vehicles. Having more people on busses reduces the emissions per bus user and reduces emissions from private vehicles. As the bus fleet becomes electrified in Christchurch, commuters will be consuming less fossil fuels in transit, reducing emissions further, especially as many of the users cannot afford access to electric vehicles. Option 1 would reduce the impacts of using cars. Cars take up more space on the road per commuter than busses. Therefore, this would reduce congestion. Not only does this decrease emissions per ride, but will make commuting across the city faster through the reduction of traffic jams. It also reduces the need for parking. Cars also create other forms of pollution. Reducing their use would improve air quality and water quality in our urban areas. Option 1 would reduce the impacts of owning cars. Most cars are only used 5% of the time, meaning they are parked the other 95% of the time. As the city centre and government looks to reduce on and off-street parking as part of their medium density housing plans. This proposal would work well with these policies and help contribute to reduce congestion and improve the visual aesthetics of our streets. Cars also require lots of materials to produce and create lots of waste to dispose of. This policy would reduce these impacts. I have a few reservations that should be addressed with option 1. Making it free could detract from active transport such as cycling. This policy will be successful if we get people switching from cars to busses but if it detracts from cycling, it could create unintended health and environmental consequences. I also recognise that the regional council encompasses a large area. Making people outside of Christchurch city pay for the bus services seems unfair as they could not use the current services. It would be fairer if the cost was put to the districts

that had access to the metro bus service. Ultimately, bussing will contribute to a more sustainable, resilient and equitable future for the Canterbury region. Ideally, young people could see bussing as the norm and using a car as soon as you turn 16 could be a thing of the past. Lowering the cost is not quite enough. Advertising the bus as free for young people and tertiary students would create the attention required to transition people from their cars and using busses would creating the generational change we so need.

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

Don't know

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?

Currently, when extreme weather events occur, we have to borrow from our future, for instance, the Ashburton flooding. Climate change is only going to get more costly as more extreme weather events occur. A climate change levy would mean funding is available for recovery of council property and facilities damaged by extreme climate events.

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?

Money should be held to mend council property and facilities affected by climate change related events. This money can be used to avoid damage in the first place, such as dune protection or compensating property owners affected by sea level rise on the coast. It could also go towards private property that sees damage from climate change that was unforeseen.

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

We are borrowing from our future today as well as in the past by contributing to climate change. Until we can achieve net zero emissions and future generations do not contribute to climate change, we should be putting money aside to respond to the effects that we know will occur from current projections.

Where did you hear about the consultation?

Word of mouth
Environment Canterbury website
Email
Postcard
News article
Meeting or event
Print ad or billboard
