

From: Environment Canterbury
Sent: Sunday, 3 April 2022 1:21 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

Natalie

Last name

O'Connell

Email address

Suburb

Somerfield, 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.

Kia ora koutou, My name is Natalie O'Connell and I am a third-year student at the University of Canterbury studying a Bachelor of Arts in Geography, Political Science and International Relations and German. Firstly, I would like to thank ECan for taking this step to change the bus system as it is an incredibly important action to take in the face of climate change, creating healthy cities and providing equitable access to public transport. I am writing my submission in absolute support of the proposed Option One; targeted free fares. I would directly benefit from this option as I am under 25 and a tertiary student. Option one is an admirable proposal from ECan that upholds those who most need the support. The extensive effects of climate change are evident and frankly, scary. 53% of Christchurch's emissions come from transportation, due to our sparsely designed city and dependence on cars. With option one, it is clear that this would reduce the most amount of emissions as it creates a much larger incentive for switching to the bus. Accessible public transport should be a basic right for Cantabrians and all New Zealanders, but unfortunately, the current system isn't fit for purpose. However, taking away the cost barrier is an incredible first step in the right direction toward an equitable transport system. A frequent system where you don't have to check a bus timetable and a convenient system where it is easier to use than a car is the ultimate goal. Although I don't have a reliance on public transport to get around, I recently spoke to Total Mobility cardholders who do and they emphasised just how beneficial free fares would be for them, as people who don't have the ability to drive themselves. Many groups rely on public transport as their main mode of transport and we know that Māori and Pasifika peoples are twice as likely to lack access to a GP because of transport. Especially with the government's new recent announcement of ½ price fares for the next three months, option one with the greatest extent of people benefited is a no brainer. By taking away the cost barrier, this option will incentive more people to use the city centre, increase socialising and create healthier cities with reducing obesity rates with high public transport use. The economic, environmental, social and health benefits make Option One the clearly preferable option as a radical change in the public transport sector. Thank-you for taking the time to read my submission and again, would love to see Option One implemented. Natalie O'Connell

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

Yes

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.

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

Yes

Where did you hear about the consultation?

Word of mouth

Social media (Facebook, Instagram)

Email
