

**From:** Environment Canterbury  
**Sent:** Sunday, 3 April 2022 3:29 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**

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**Last name**

Lovell-Smith

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**Email address**

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**Suburb**

Hei Hei, 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?**

65+ 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.**

I know of some families who make a huge commitment to get their children on buses to travel to school, (eg biking to local bus hubs) and the cost of the 3 children plus adult fare twice a day adds up over the week. A free fare structure would really help them. I would like to see free fares for all public transport funded by govt as a slowing climate change initiative.

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**Any other comments on bus fares?**

Out of your 3 options I personally would really like a combination of Option 1 and option 2 . I am a gold card holder so get free fares out of peak time. This is great, but also has restrictions. I feel it is slightly humiliating that us oldies have to scurry home before 3pm each day or else stay on in a still quite deserted city till 6.30 pm to get the free fare. Apart from Turanga there are not many friendly places to spend time in the city in the late afternoon. Also on my route it seems that some schools (eg St Thomas) finish school at 2.30 so buses at that time start to get crowded out with school children. As well because I travel between the city and Hornby, although I start my trip before 3pm by the time it gets to Riccarton and Sockburn, school children are traveling home and the bus can be very crowded and noisy before it gets to Hornby. If I could wait till 3.30 or 4 before leaving the city and then get a \$2 (or free) fare I could have a much more pleasant journey. Although I really support your work to attract people out of their cars and into public transport your proposed fare change options do not go far enough in attracting most people to use buses to travel in and around the city. I know that the system in Christchurch means that ECAN does not have responsibility for all aspects of bus travel, so I think the most important thing that needs to happen in the greater Christchurch area is joint work between ECAN, Selwyn C, Waimakariri C, and the CCC to form a Public Transport Body that can work on all aspects of public transport in the greater Christchurch area. And the first thing needing doing is to get rid of the current contracting model forced on councils by the PTOM. We then need to get rid of private public partnerships that run public transport for profit. Public transport needs to be a service. At present the drive for profit means companies cut maintenance and wages for drivers. Drivers often work inconvenient hours with split shifts with no real recognition of this in their wages. There is a huge turn over of drivers., and difficulty in filling vacancies The poor maintenance service results in things being

uncomfortable and inconvenient for passengers. I have encountered in the past few months, broken seats, fold up seats not working, the bus kneel function not working, the notify stop button not working, heaters and air-conditioners not working, jerky brakes and gear changes and terrible graunching noises coming from underneath. The new electric buses work a treat on the routes in the more affluent suburbs eg the airport bus. The rest of us get to put up with neck jerking bumpy rides. We need better routes that actually work for residents. An aging population with failing eyesight means more people will need to depend on bus services to access their basic needs. They will also find it harder to walk to get to a bus stop, so some bus routes do need to wind around residential suburbs, and link to express routes. We need timetables organised so that wait times for connections are much shorter. Waiting 30 minutes for a connection to join suburbs makes bus travel a bad joke. Buses also need to run to coincide with workers actual work hours. eg Hospitality and health workers start early and work late. Timaru's My Way bus service which allows flexible bus travel seems like an interesting idea. Perhaps it could be introduced to other parts of Canterbury and Christchurch..

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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 else might we pay for our share of this work?**

Tax the rich. Support the idea of a financial transaction tax. Fine people who renege on abiding by regulations set up to help reduce our carbon footprint.

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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?**

It needs to be seen as the joint responsibility of national govt, local government, affected residents and insurance companies. True sustainability not progress at any price needs to be the emphasis for all future planning.

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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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**Any other comments on flood protection in Ashburton?**



I would like to see residents and farmers whose land floods regularly to be encouraged to retire their land to wetland or river beds, and move to higher ground. Climate change has been known about for at least 30 years. Should they have been given permits to build and live on such vulnerable land? All local zone planning needs to be reviewed with real sustainability in mind.

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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?**

Free electric public transport both rail and road. Park and ride car parks set up at rail and road hubs Bike lock ups at bus stops More indigenous and exotic tree planting across the province. Encourage communities to get away from businesses depending on overseas travellers unless it can be done in a truly carbon neutral way. Work towards encouraging more goods, stock and freight to go by rail. Concentrate flood protection work to go to making railways the most reliable and resilient way to move people and goods. Help set up sustainable power companies for small communities to aid self sufficiency. Investigate coastal shipping alternatives. Subsidies for companies getting into recycling rare elements and minerals. Encourage discussion about degrowth and sustainable agriculture. Planning zones to encourage work and residential mix to lessen the need for commuter travel

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

Introduce a climate-change tax on fuel, methane production and nitrate use to go specifically to Climate Change prevention and remediation work. At present it seems as if those who contribute the most to global warming get away with the rest of us paying for their short sighted greed.

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

Keep Up the Good Work.. but as always Further and Faster! Thank you for the way you have set up real opportunities for dialogue and exchange of ideas.

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

Environment Canterbury website  
Social media (Facebook, Instagram)  
Word of mouth

Email  
Meeting or event

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