

**From:** Environment Canterbury  
**Sent:** Sunday, 3 April 2022 3:53 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**

Kari

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**Last name**

Hunter

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**Email address**

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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?**

Yes

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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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**Any other comments on bus fares?**

As in attached document.

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

No Answer

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

As in attached document.

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

As in attached document.

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**Upload any supporting documents (if applicable)**

Attachment appended  
to end of submission

[duction-  
?cdeda/original/1648957813/a280a694a3d4319a85  
1648957813](#)

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

Environment Canterbury website  
Word of mouth

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# Draft Annual Plan for Environment Canterbury 2022/2023.

Submission from Kari Hunter

3 April 2022

Thank you for the work that has gone into the draft annual plan, and the opportunity to submit on it.

The IPCC has made clear that there is a short window of opportunity, if we act now, to avert the most severe consequences of climate change. I believe much more comprehensive and timely action is needed on many fronts to manage Canterbury's environment so that it can sustain itself and us into the future. As the consultation document says, unless we want far more extreme conditions than the destructive and life-threatening floods round Ashburton in 2021, we'd best get onto it with all deliberate speed now! That means we in Canterbury should be aiming to eliminate a large part of our GHG emissions *this* decade if we are to do our part to have a chance at keeping under 1.5C heating.

Some of what is needed will require more cooperation between Ecan, and central and local government.

There is much more to do, however this submission focusses particularly on the proposals in the plan for public transport and for a climate levy."

## **Public transport**

I support the free fares trial, option 1.

Other comments:

- Setting adult fares at a rate that means it costs less to catch the bus than to pay for fuel for the trip, especially for single passengers, could potentially attract more passengers out of single passenger car trips.
- I suspect that capping weekly or monthly fares at a level lower than 10 trips a week might encourage more regular use. Unless you have modelling to the contrary, consider a trial with this too.
- Find ways to provide services for shift workers and others needing to travel at night and early morning, and to connect suburbs not well served by the largely radial network and Orbiter.
- One way to do this could be to set up an on-demand service similar to the one trialled in Timaru to provide a more flexible and responsive service for low-use times and missing or cumbersome routes.
- If spreading passenger load more evenly through the day would make for a more resource efficient service (including efficient in GHG emissions), consider variable fares to encourage those who can to travel during the daytime off-peak period.



- From now on, ensure that any additional vehicles added to the public transport fleet are electric, and not heavier than necessary to serve their purpose effectively. We need to move towards largely ending fossil fuel use now, and eliminate internal combustion engines (ICEs) altogether by the end of the decade. Don't waste Ecan funds in ways that create more white elephants. Biofuel crops are neither carbon neutral nor consistent with building food-security. Forestry slash should build soil-based carbon stores, not burn to raise atmospheric CO2.

I understand there may currently be currently legislative constraints on Ecan's ability to do this, but I favour direct operation of the bus services (rather than contracting out), for the sake of:

- flexibility in changing circumstances
- being a good employer for the drivers
- more influence on reducing emissions in running the service
- build and retain institutional strength in the region.

A really good transport future for Canterbury, can only be reached in conjunction with district and central government. It needs integrated plans for PT together with urban design and wider land use factors, food security, housing, essential services such as health-care and education, etc.

### **Future funding for action in response to climate change**

On a global scale, effective action to mitigate climate change is much less expensive than responding to the resulting disasters. As a very high-GHG-emitting region, we have a strong responsibility to do our part in this effort. Freeloading on the efforts of the rest of the world is not OK.

On a local scale, effective adaptation will also be much less expensive than attempting to recover from disasters.

Money will be well-spent if it effectively establishing the groundwork for long-term sustainable, low-emissions future that will support well-being for all of us into the future.

In principle, funding for mitigation and adaptation to climate change should come primarily from: people and activities who have and are contributing most to creating the climate emergency. I favour much of the funding coming from charges for emissions from fossil-fuel consumption and methane emissions, and other high-emissions activities such as concrete production, draining of wetlands (whether permitted or not), etc. Some component can also come from those most able to afford to contribute. Both because they can, and because in many cases this aligns with past high contributions to or profits from GHG emissions.

There may be legislative constraints on this, but if so, please address these with central government to enable effective and timely action.