

From: Environment Canterbury
Sent: Sunday, 3 April 2022 4:18 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

John

Last name

Gould

Email address

Suburb

Lincoln University, Lincoln

Phone number

Are you submitting on behalf of an organisation?

Yes, I'm submitting on behalf of an organisation

Which organisation are you submitting on behalf of?

Sustainability Action Group for Lincoln University

Which age category are you in?

40-64 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 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.

SAGE would prefer is to see a combination of Option 1 and Option 2

Any other comments on bus fares?

The current bus fares from Christchurch to Lincoln \$7.70 return or \$38.50 per week is a major disincentive for both students and staff at Lincoln University to choose bus travel over driving.

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?

Given the urgency of the climate and ecological emergency we are facing, a major cultural shift regarding the use of public and active transport is urgently needed in Christchurch / Canterbury, this requires a major campaign promoting sustainable transport options as just reducing the fares alone. Crucially, it is not enough to simply reduce emissions, but we need to start actively removing GHGs from the atmosphere. The funding of major native bush and wetland restoration projects should thus be

strongly promoted as these provide the best return on investment and tackle both climate change (through carbon sequestration) as well as conserving and enhancing biodiversity.

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

ECan might also wish to engage with the CCC to discourage large scale housing developments resulting in urban sprawl, houses which only the affluent can afford and locking owners into long commutes for the life of these houses. Several large developments around Christchurch are resulting in the removal of thousands of trees, leading to the loss of the multiple ecosystems services they provide.

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

Finally, could we at SAGE take this opportunity to thank ECan and a number of councillors for providing these options for starting to address some of the key challenges that the climate and ecological crisis we are facing is already presenting us with. While subsidized bus fares, flood resilient structures and funding actions to respond to climate change will help, the key challenge is to start changing the general mindset that continued growth, consumption and lifestyles centred around motor cars (whether petrol or electric) are still acceptable given the future we are facing.

Upload any supporting documents (if applicable)

Attachment appended
to end of submission

[Auction-
f59e/original/1648959023/639ad0cf477def679dc00
?1648959023](https://www.ecan.govt.nz/procurement/procurement-activity/1648959023/639ad0cf477def679dc00?1648959023)

If you would like to give feedback via video, add a link to YouTube clip or Dropbox file below

<https://www.youtube.com/watch?v=yn2HM0f2uDM>

Where did you hear about the consultation?

Word of mouth
Environment Canterbury website
Email

ECAN Annual Plan 2022/23

Submission from Sustainability Action Group for the Environment (SAGE), Lincoln University

The Sustainability Action Group for the Environment (SAGE) consists of a group of Lincoln University staff and students focused on encouraging greater sustainability on campus through the adoption of relevant policies and practices.

SAGE thanks Ecan for the opportunity to comment on the 2022-23 Ecan Annual Plan. We acknowledge the urgent and important need to address climate change, biodiversity loss and other environmental pressures for the benefit of current and future generations, by rapid implementation of a multi-pronged approach. We therefore welcome the opportunity to comment on:

- the proposed changes to the bus fare structure to promote usage of public transport
- Future funding for action in response to climate change

Changing the bus fare structure

SAGE has been strongly encouraging both staff and students at Lincoln University to adopt greater use of sustainable transport options. The University community currently emits about 2000 to 3000 tons of carbon dioxide annually from transport related emissions from commuting, mainly from some of the 1300 petrol vehicles which often fill our carparks completely. Along with active transport (cycling and walking), EVs and Ebikes and carpooling, public transport could play an important role in helping to the Lincoln University community in reducing its transport related emissions.

While some students and staff do use the buses to Christchurch and Rolleston, the current Metro zones makes fares very expensive for most people as we have to pay a 2 zone fare when travelling from Christchurch (or even Prebbleton a couple of bus stops and 8km away). For example, even with a Metrocard the return fare on the 80 bus route to Riccarton is currently \$7.70 return (or \$38.50 per week)

While ECan's proposed Option 1 – Targeted fare-free for under 25s, students etc. would be great for our students and hence welcome, it would not reduce the current high fares for staff over 24 at the University and several other research institutes etc. based in Lincoln.

Ideally, what SAGE would prefer is to see a combination of Option 1 and Option 2 – Flat fare (\$2 for adults across all 3 zones) and free fares for students and children, Community service card holders etc,

Since most of the revenue the Metrobus network generates comes from travel in Zone 1, there seems little economic point in keeping the zone systems, which only dis-incentivizes regular bus use by those taking longer journeys and producing greater emissions. Currently near empty buses are worse GHG emitters than cars.

Clearly a major cultural shift regarding the use of public and active transport is urgently needed in Christchurch / Canterbury. This requires a major campaign promoting sustainable transport options and just reducing the fares alone will not bring about the radical and rapid change required. Multi-modal transport options should also be promoted. Such a campaign would therefore be a strong candidate for - Future funding for action in response to climate change outlined below.

Future funding for action in response to climate change

Given the urgency of the climate and ecological emergency we are facing, a major cultural shift regarding the use of public and active transport is urgently needed in Christchurch / Canterbury, this requires a major campaign promoting sustainable transport options as just reducing the fares alone

Crucially, it is not enough to simply reduce emissions, but we need to start actively removing GHGs from the atmosphere. The funding of major native bush and wetland restoration projects should thus be strongly promoted as these provide the best return on investment and tackle both climate change (through carbon sequestration) as well as conserving and enhancing biodiversity.

ECan might also wish to engage with the CCC to discourage large scale housing developments resulting in urban sprawl, houses which only the affluent can afford and locking owners into long commutes for the life of these houses. Several large developments around Christchurch are resulting in the removal of thousands of trees, leading to the loss of the multiple ecosystems services they provide.

Since the start of the industrial revolution, humanity using our current growth model based on a linear economy (Take – Make -Throw away) has destabilized the climate system raising carbon dioxide concentrations to levels not seen for 3 million years and instigated a mass extinction of species not experienced since the demise of the dinosaurs.

Papatuanuku (Mother Nature), which literally recycles everything and has sustained life on Earth for 4 billion years, offers us the only model for a sustainable future based on an entirely Circular Steady State Economy. Funding public education campaigns to promote life style choices which enhance our environment and society and turn citizen from being part of the problem to being part of the solution would be a useful starting point.

Finally, could we at SAGE take this opportunity to thank ECan and a number of councillors for providing these options for starting to address some of the key challenges that the climate and ecological crisis we are facing is already presenting us with. While subsidized bus fares, flood resilient structures and funding actions to respond to climate change will help, the key challenge is to start changing the general mindset that continued growth, consumption and lifestyles centred around motor cars (whether petrol or electric) are still acceptable given the future we are facing.

*Submitted by Dr Lin Roberts (Chair) and John Gould (Member, Transport sub-committee)
Sustainability Action Group for the Environment (SAGE)
Lincoln University
3rd April 2022*