

From: Environment Canterbury
Sent: Sunday, 3 April 2022 5:02 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

LinC

Last name

Roberts

Email address

Suburb

Cashmere, Christchurch

Phone number

Are you submitting on behalf of an organisation?

No, I'm submitting as an individual

Which age category are you in?

65+ 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 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.

To avoid significantly disruptive and expensive climate change, we have a critically short number of years to radically reduce emissions. NZ has been seriously dragging its heels on doing its share, allowing transport emissions to significantly increase over the last 3 decades. Using free fares to get younger citizens into bus riding habits offers the potential to create a lasting shift in transportation norms away from the car. "Across all zones" will also address the disincentives for bus use that the current fare structure provides for people whose route takes them across a zone boundary, eg students travelling from flats in Riccarton area out to Lincoln University.

Any other comments on bus fares?

However there is a risk with Option 1 that new transport norms among the under 25s will not persist after they enter the workforce if there is a significant jump in the cost. Option 1 will also not do anything to encourage the use of citizens age 25-65, a group that includes most society decision makers and shapers of workplaces and family practices that influence how easy and normal it is to use a bus. For this reason, I would prefer a combination of options 1 & 2 - free fares for children and tertiary students, Total Mobility and Community Services card holders across all zones, plus a flat \$2 Metrocard fares for adults across zones 1, 2 and 3. I acknowledge you have not modelled the cost of this option, but factors to consider include - likely much greater use of bus by 25-65 year olds than in option 1, and so a much quicker change in the city's transport norms, via the influence these people have on family and workplace practices. Importantly it also makes bus use more accessible for people trying to survive on very low incomes. Making mobility - for work, family activities etc - more affordable for low income families will be a contribution to addressing the serious inequality in our community. - greater likelihood that students and other young people will continue using the bus after age 25 - greater revenue from under 25s who are not studying than in option 1. We have delayed far too long in addressing the trend to single occupancy fossil-fuelled car use. Increased use of electric cars will reduce emissions, but will do nothing for congestion, use of prime public space for parking, community fitness, or the escalating resource consumption involved in car manufacture. Making public transport cheaper, easier and more accessible is a key step towards a sustainable future, and needs to be accompanied by continued efforts

to make cycling and walking safe easy options for movement within the city. Yes it is going to cost, but the cost of inaction on climate change will be far greater. We cannot keep deferring costs to future generations.

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

Yes

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?

A climate change levy on all activities that are contributing to climate change (eg a regional fuels tax and accessing a share of ETS revenue to address consequences of climate change) and to increased risk (e.g. farming intrusion into river flats).

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?

- community education and discussion. To achieve a flourishing community in a healthy environment while rapidly reducing GHG emissions, will require a major cultural shift in community mindsets, attitudes, values, beliefs and practices. And given the urgency of the climate and ecological crises, we need to achieve this change fast. We need to shift away from a take-make-waste linear economy, with its inbuilt assumptions that growth is (always) good and that wellbeing is directly linked to increased consumption, to a much more circular steady state economy, where more citizens recognise what endless research already tells us, that wellbeing is most strongly linked to having a strong community in which you feel safe and supported and a flourishing environment. Being able to spend time with friends and family, and in nature, add much more to wellbeing than the purchase of yet another gadget or device. Issues such as planetary boundaries and how we are exceeding them and the potential impact of that need to be widely understood, but there is also a need for readily available information about how

to live a happier low impact lifestyle. We need to enable public discussion and debate about when growth (in projects that lead to increased resource consumption and emissions) is good, and when it is counter-productive and leaves us worse off. Growth in projects that set us up for a low carbon economy and in projects that increase consumption of those in the society who regularly have to make hard choices, e.g. between food and rent, set us up well for the future, but those that increase emissions, destroy biodiversity and increase the rich/poor divide do not add to our short or long term wellbeing. Public education campaigns to promote lifestyle 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, along with public debates and forums exploring connections between wellbeing, nature, consumption etc, and about alternative economic approaches, eg degrowth (e.g. <https://researcharchive.lincoln.ac.nz/handle/10182/14001>) - further encouragement of active transport, inc. more cycleways, more car free areas in housing developments and local centres, more restrictions on car speed in places where walking and cycling deliver better social outcomes. - enhanced bus services, including improved frequency, and routes (eg there is currently no service for south ChCh residents to get to Lincoln without first going to the city. I would catch a bus to Lincoln if there was a direct route and to Lincoln from Cashmere, or if there was a bus to Lincoln from the rapidly expanding settlement of Halswell, I would bike to Halswell then bus from there.) - commuter train service from Rolleston to ChCh and from northern settlements to ChCh - biodiversity and wetland restoration projects – double wins for ecological resilience and carbon sequestration - double win projects that reduce nitrate emissions contributing to climate change and also help improve water quality - discourage housing developments that contribute to urban sprawl in areas which are difficult to service with public transport, locking owners into long commutes for the life of these subdivisions.

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

We cannot keep deferring the cost of addressing climate change and leaving the next generation to bear all the costs. Public actions to be funded by levies and taxes on emitting activities, but always with careful consideration of how to avoid the burden falling on those who are already struggling. The richest 20% are responsible for around 80% of global emissions, and it is the emissions of these people that need to be reduced first, both for its impact on emissions and for the ratcheting up effect it has on the emissions of the remaining 80% by modelling and normalising excessive consumption as if it was desirable and possible for all in a finite world.

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

I would like to thank ECAN and a number of councillors for your leadership in providing these options for starting to address some of the key challenges that the climate and ecological crisis we are facing. Ngā mihi Lin _____ Dr Lin Roberts Senior Lecturer, Sustainability & Environmental Management

Where did you hear about the consultation?

Word of mouth
