

Minutes of the 546th meeting of the Canterbury Regional Council (under COVID-19 Orange Traffic Light restrictions), held online on Friday, 29 April 2022 at 9.00am.

Present

Chair Jenny Hughey, Deputy Chair Councillor Peter Scott and Councillors Tane Apanui, Phil Clearwater, Grant Edge, Megan Hands, Ian Mackenzie, Nicole Marshall, Claire McKay, Elizabeth McKenzie, Craig Pauling, Lan Pham, Vicky Southworth, and John Sunckell.

Ngā Tumu Taiao: Yvette Couch-Lewis and Iaeen Cranwell.

Cr Peter Scott assumed the Chair for Session One.

1. Mihi/Karakia Timatanga - Opening

Tumu Taiao Iaeen Cranwell opened the meeting with a mihi whakatau, followed by a karakia.

2. Apologies

Apologies for temporary absence were received from Cr Megan Hands.

3. Conflicts of Interest

There were no conflicts of interest reported.

4. Report Items

4.1 Hearing of Verbal Submissions for the Draft Annual Plan 2022/23 - Friday, 29 April 2022 Session One

Refer pages 5-64 of the agenda and pages 2-5 of the supplementary agenda.

Agenda item 4.1.1 - Gareth Payne spoke to his presentation, attached to these minutes as 'Attachment to 4.1.1' regarding rates vs income.

Agenda item 4.1.2 - Stephen Howard on behalf of Keep our Assets (KOA) Canterbury spoke to the consultation document's Topic Three: Future funding for action in response to climate change, local government spending and quadruple bottom line.

The meeting adjourned at 9.23am and reconvened at 9.30am.

Agenda item 4.1.4 - James Barber on behalf of Extinction Rebellion Ōtautahi spoke regarding the consultation document's Topic One: Changing the bus fare structure.

Agenda item 4.1.5 - Benjamin Gilling on behalf of Young TOP spoke regarding the consultation document's Topic One: Changing the bus fare structure.

Agenda item 4.1.6 - David Hawke on behalf of Halswell Residents Association (Inc) spoke regarding the association's vision for public transport in Halswell and the consultation document's Topic One: Changing the bus fare structure.

Supplementary agenda item 8.1.1 - Samantha Dryden spoke regarding the consultation document's Topic One: Changing the bus fare structure.

Chair Jenny Hughey left the meeting at 10.05am after the verbal submission of Samantha Dryden and returned at 10.07am during the verbal submission of Dianne Downward.

Thursday 28 April agenda item 4.3.1 - Dianne Downward spoke regarding the consultation document's Topic One: Changing the bus fare structure, and Topic Two: Flood recovery and protection and provided her speech, attached to these minutes as 'Attachment to 4.3.1'.

Agenda item 4.1.9 - Sarah Walters spoke regarding the consultation document's Topic One: Changing the bus fare structure.

Agenda item 4.1.10 - Torfida Wainwright spoke regarding the consultation document's Topic Three: Future funding for action in response to climate change and provided her speech, attached to these minutes as 'Attachment to 4.1.10'.

Agenda item 4.1.11 - Lionel Hume and David Clark on behalf of Federated Farmers of New Zealand spoke regarding infrastructure and the impact of rising inflation, and the consultation document's Topic Two: Flood recovery and protection, and Topic Three: Future funding for action in response to climate change.

The following submitter advised that they no longer wished to speak:

- Agenda item 4.1.7 - Jack Percy.

The meeting adjourned at 10.55am and reconvened at 11.05am.

Cr Vicky Southworth assumed the Chair for Session Two.

4.2 Hearing of Verbal Submissions for the Draft Annual Plan 2022/23 - Friday, 29 April 2022 Session Two

Refer pages 65-107 of the agenda and pages 6-10 of the supplementary agenda.

Agenda item 4.2.1 - Simon de Verteuil spoke regarding the consultation document's Topic Three: Future funding for action in response to climate change, and Topic One: Changing the bus fare structure. A list of questions was tabled by the submitter attached to these minutes as 'Attachment to 4.2.1'.

Agenda item 4.2.2 - Peter King spoke regarding the consultation document's Topic One: Changing the bus fare structure, Topic Two: Flood recovery and protection and Topic Three: Future funding for action in response to climate change.

Agenda item 4.2.3 - Oscar Bloom spoke regarding the consultation document's Topic One: Changing the bus fare structure and Topic Three: Future funding for action in response to climate change.

Agenda item 4.2.4 - Katie Blows representing the Lincoln University Students Association spoke regarding the consultation document's Topic One: Changing the bus fare structure. Ms Blows also spoke of the sustainability goals of Lincoln University in relation to climate goals for New Zealand.

Supplementary agenda item 8.2.1 - Greg Byrnes spoke regarding the consultation document's Topic One: Changing the bus fare structure, and Topic Two: Flood recovery and protection. Mr Byrnes also spoke regarding braided river and coastal wetland protection, with centralised bulk/collective ordering of plants for the Waitaha Action to Impact (WAI) fund.

Agenda item 4.2.7 - Jeff Wilkinson spoke regarding the consultation document's Topic Two: Flood recovery and protection. Mr Wilkinson also spoke on reducing costs.

Agenda item 4.2.9 - Philip Haythornthwaite spoke regarding the consultation document's Topic One: Changing the bus fare structure. Mr Haythornthwaite also spoke on the Total Mobility service and the need to educate the community on the metro bus system facilities and services.

Cr Megan Hands left the meeting at 12.18pm and returned at 12.22pm during the verbal submission of Peter Weir.

Agenda item 4.2.10 - Peter Weir spoke regarding the consultation document's Topic One: Changing the bus fare structure, Topic Two: Flood recovery and protection and Topic Three: Future funding for action in response to climate change. Mr Weir also spoke on the potential use of rapeseed biofuel for public transport in Canterbury.

Agenda item 4.2.11 - Ross Vesey spoke regarding the consultation document's Topic Two: Flood recovery and protection, and Topic Three: Future funding for action in response to climate change.

The following submitter advised that they no longer wished to speak:

- Agenda item 4.2.6 Sahiti Peddisetti.

Cr Megan Hands and Nicole Marshall left the meeting at 12.45pm.

The meeting adjourned at 12.45pm and reconvened at 1.00pm.

Cr Elizabeth McKenzie assumed the Chair for the rest of the meeting.

4.3 Hearing of Verbal Submissions for the Draft Annual Plan 2022/23 - Friday, 29 April 2022 Session Three

Refer pages 108-135 of the agenda and pages 11-25 of the supplementary agenda.

Cr Nicole Marshall returned to the meeting at 1.07pm during the verbal submission of Luke Bulger.

Agenda item 4.3.1 - Luke Bulger spoke regarding the consultation document's Topic Three: Future funding for action in response to climate change.

Supplementary agenda item 8.3.1 - Kari Hunter spoke regarding the consultation document's Topic Three: Future funding for action in response to climate change and Topic One: Changing the bus fare structure.

Agenda item 4.3.3 - Sarah Barkle spoke on behalf of the Oxford-Ohoka Community Board regarding Topic One: Changing the bus fare structure, Topic Two: Flood recovery and protection and Topic Three: Future funding for action in response to climate change. She provided a copy of her verbal submission (attached to these minutes as 'Attachment to 4.3.3').

Cr Peter Scott left the meeting at 1.38am during the verbal submission of Gabrielle Baker-Clemas on behalf of Anglican Advocacy.

Supplementary agenda item 8.3.2 - Gabrielle Baker-Clemas spoke on behalf of Anglican Advocacy regarding the consultation document's Topic One: Changing the bus fare structure and the living cost problem in New Zealand.

Agenda item 4.3.5 - Nicholas Slegers spoke regarding the consultation document's Topic One: Changing the bus fare structure.

Cr Peter Scott returned to the meeting at 1.49pm during the verbal submission of Charlot Hudson on behalf of the Sumner Community Residents' Association.

Agenda item 4.3.6 - Charlot Hudson spoke on behalf of the Sumner Community Residents' Association regarding the consultation document's Topic One: Changing the bus fare structure and Topic Three: Future funding for action in response to climate change and the desire for a community response plan.

Tumu Taiao Yvette Couch-Lewis left the meeting at 1.55pm prior to the verbal submission of Daniel McNeill on behalf of the Special Character Committee of Catholic Cathedral College.

Supplementary agenda item 8.3.3 - Daniel McNeill spoke on behalf of the Special Character Committee of Catholic Cathedral College regarding the consultation document's Topic One: Changing the bus fare structure.

Supplementary agenda item 8.3.4 - Mike O'Connell and Natalie O'Connell spoke regarding the consultation document's Topic One: Changing the bus fare structure and Topic Three: Future funding for action in response to climate change.

Agenda item 4.3.7 - Simon Britten spoke regarding the consultation document's Topic One: Changing the bus fare structure and Topic Three: Future funding for action in response to climate change.

The meeting adjourned at 2.14pm and reconvened at 2.19pm.

Cr Megan Hands returned to the meeting at 2.23pm during the verbal submission of Paul Clifton-Stemmer.

Supplementary Item - Paul Clifton-Stemmer spoke regarding rubbish and the consultation document's Topic Two: Flood recovery and protection. The submission is attached as 'Attachment to 3.1.0'.

Tumu Taiao Yvette Couch-Lewis returned to the meeting at 2.23pm after Paul Clifton-Stemmer spoke.

The meeting adjourned at 2.26pm and reconvened at 2.30pm.

The following submitter advised that they no longer wished to speak:

- Agenda item 4.3.4 David Ashby.

5. Next Meeting

The next meeting will be held on 19 May 2022 at 11am.

6. Mihi/Karakia Whakamutunga - Closing

A karakia was provided by Tumu Taiao laean Cranwell.

Meeting concluded at 2.35pm.

CONFIRMED 24 MAY 2022

Chair Jenny Hughey
Environment Canterbury

From: Gareth Payne
Sent: Friday, 29 April 2022 9:48 am
Subject: Re: Annual Plan hearings - oral submission

Hello,

Please find attached data.

The figures Im using are based of my own Rates Invoices (I am assuming will be fairly representative) and data supplied from Stats NZ for Median Income.

My overall point is that what is going on is financially unsustainable for the majority of NZ house holds for any period of time and the longer it goes on the more damage you do financially.

Ive then graphed this against Median income increase (approx 2.5%)

What should be evident any increase in expenses over an above increase in income leads to eventual impoverishment....and that is what has likely being happening for many NZ family's for the last 5yrs if not longer.

2 key observations

-From the graph in the attached if the current trends continue a rates bill will consume 100% of the NZ median income in under 40yrs (and of course this does not account for any other expenses ie income tax, food, energy etc....

- any flat perpetual increase at some stage will lead to exponential growth. ie from the graphs you can see the 10% increase in Rates eventually goes from Linear to exponential in 1 lifetime no less - which is obviously not sustainable.

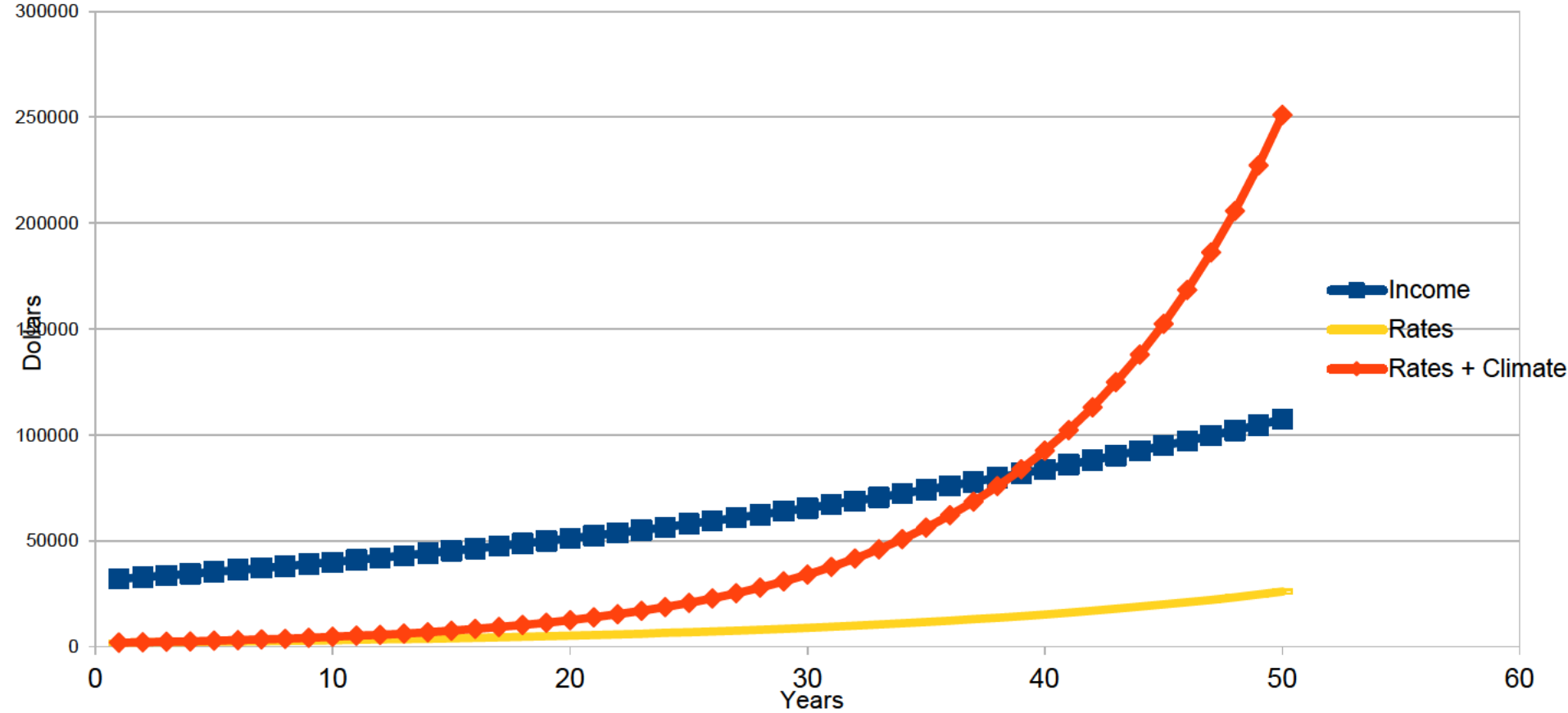
Some wider points - From working in Corporate Engineering Consultancy I ve seen massive waste of Rate Payers money both on the side of Govt (central, regional and district) and the consultancy's- and this needs to be top of the list to rectify to ensure maximal funding is available for the wider issues - sustainability etc....

Im happy to talk over the data and graphs in the spreadsheet.

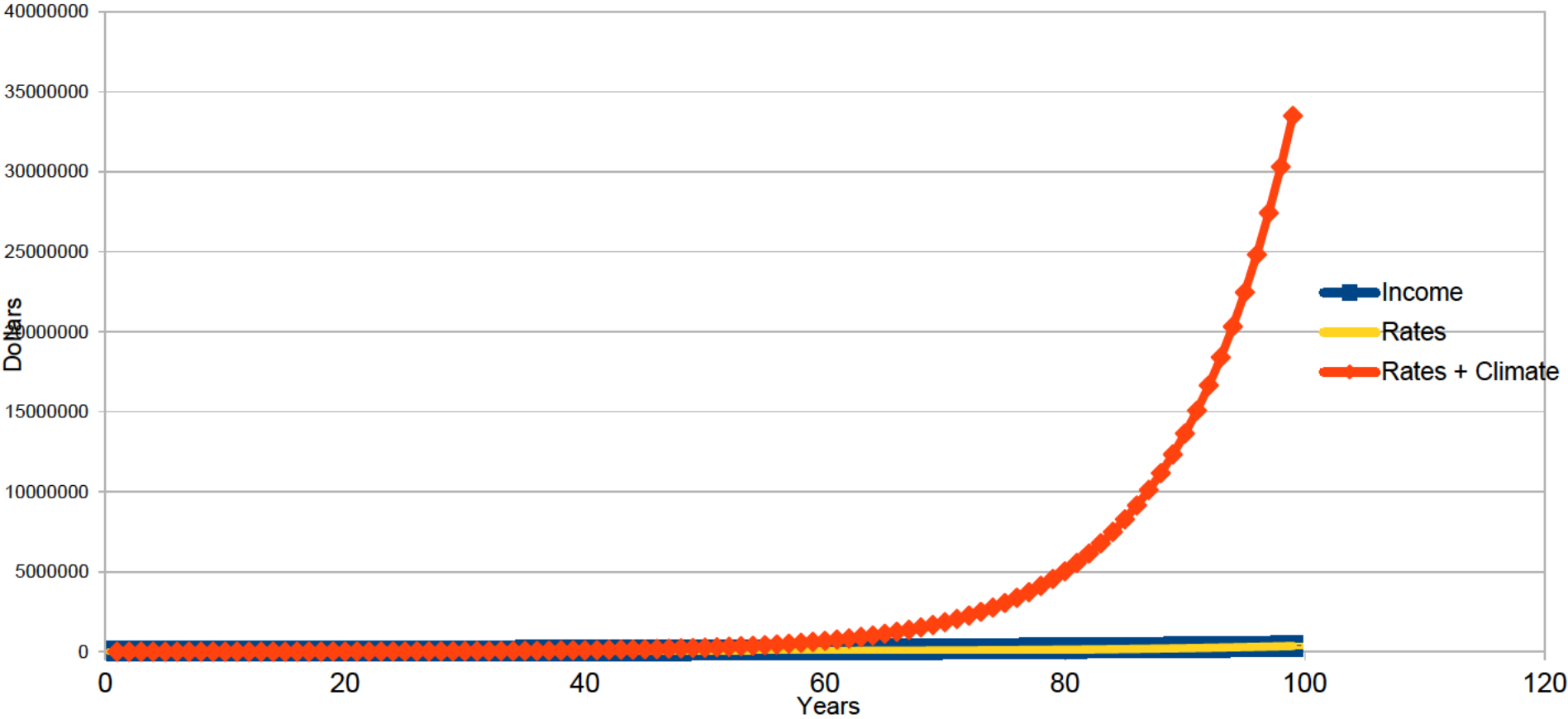
Kind Regards

Gary Payne

Rates vs Income over Time



Rates vs Income over Time



Ecan submission

thank you for allowing me to speak to my submission, it has also given me more time to think about it and to consult many around me and to add their voices to this submission.

I would like to mention something about the **flooding** issue first

Jenny Hughley mentioned in her article in the Star that floods are about more than infrastructure but about how they affect communities, I agree but if you fix the infrastructure you automatically fix any problems arising in the communities due to the flooding.

She also mentions having a partnership with central government re funding for flooding. This I DO NOT AGREE with as that would also give central govt more control than they already have over Canterbury land and water. I think 3 waters has proved that ratepayers want local government to be in control. I feel that ECAN has talented people on board who should be able to work within a budget, which may mean cutting some of the 'wants' or 'nice to haves' for things that are necessary, like flood control measures.

Also Ecan **represents** all the people of Canterbury and therefore are in the position to provide pushback to some of Wellington's overreach on behalf of all Cantaberians.

Bus fares

The most mentioned point from friends and acquaintances and with the greatest emotion is WHY should people unable to take the bus to work HAVE to subsidize those who can??

Indeed why should anyone have to subsidize bus fares,

I mentioned many reasons in my written submission why people are unable to travel by bus *(Many workers need to travel throughout the day, carrying with them the tools of their trade whether they are home care workers, community nurses, all kinds of tradies, locksmiths, gardeners, internet providers, meals on wheels, service providers of all kinds, and the list goes on. Vehicles are essential for these people to do business and it is unfair to make them pay for cheaper bus fares when they don't have the opportunity to even use the bus and take advantage of the cheap fares. AND we also see now that many are working from home and even conducting meetings like this from home.*

I imagine that the idea of free bus fares is not simply having more people taking the bus but to take more cars off the road.

Free fares will have more people taking the bus, but I don't believe will have any effect on car usage.

I question the modelling as it is all centered on people travelling to the CBD daily as a destination for work or school?! (Unlimited?)

Those that do work in the city would most likely already take the bus into the city as parking is so expensive and the bus would be most cost effective. Therefore I don't think you will be increasing bus usage with those traveling into the city. Having Park and Ride options for Rangiora and Rolleston with express buses (explain) would be something worth trying and

may bring a greater result than cheaper fares, but there may may not be the population to have this pay for itself.

Someone else offered the idea that instead of a bus they would take an e-scooter as more convenient change in cities

Christchurch can be a model city of how cities can work.

- 1) The earthquake moved many businesses out of the CBD and they haven't returned, no need to return
- 2) natural decentralization of businesses and services
- 3) we need to rethink what a city is and how we live in it. A group of communities and community hubs with a few central things for concerts, sports, etc. but not an emphasis on the CBD.
- 4) The CBD should be another community with shops etc for those that live there, in houses or apartments that are not cramped but fit to live in **with car parks**. The other night the mayor talked about the CBD being an area suitable for development re housing shortage. I think this is fine BUT she lives in a nice older apartment with a bit of elbow room and has off street parking, (she drove to the meeting!! but others are not allowed parking places?) newer apartments built in CBD are horrible, cramped, without proper sound insulation or off street parking. No wonder it took years to sell some of these new apartments. More apartments like these is not a good environment for people as these will create angry people who don't like their neighbour.

Another issue

- 5) Our farmers, who keep us and millions in the world **alive** through food production, are painted as "evil" for being the sole source of some environmental issues, like the nitrate levels in our water, while the amount of nitrates weeds such as broom, lupines' and gorse contribute is ignored. Farmers who have taken water samples of water entering their property and then again from the same stream leaving their property, have found that nitrate levels dropped as the water passed through their property.
- 6) Fertilizers are now in short supply, water is an issue making this an ideal time to help farmers transition into regenerative farming which is a more holistic approach to farming instead of over regulating them to the point that they need a resource consent to plant seeds?! (pushback needed) This will take some time as it requires a mind shift on the part of farmers and time to be successful but with the world's situation as it is, this is the best time to promote a more holistic approach. Plus, food prices will only go up with food shortages around the world, thus regenerative farming may require less stock per acre but it shouldn't result in less income for the farmer due to the higher price for their animals and animal products such as milk.

A few other points

Someone was going to build a European style rubbish burner in Waimati which would be clean burning and self sustaining, even producing a little extra power. What happened to it? Our recyclable plastics are being shipped to Malaysia and Thailand much of it being

burned, but not in purpose built plants, and creating great harm to humans and natural environment. We are not only responsible for pollution that occurs in NZ but what we cause to happen in other countries. This also includes lithium batteries and other products but no time for that now.

- 7) Pine trees are a weed in this country, changing the soil ph so that not much will grow on the land once its had pine trees on it.
- 8) Pine trees are a fire hazard drying out the land and the oil adds to the hazard. Pines were never meant to grow in such close proximity to each other but grow sparsely in their natural dry habitat.
- 9) Planting natives is a better alternative but WHY when doing your carbon calculations you only count trees?? EVERY living GROWING plant uses carbon, takes carbon out of the atmosphere yet you confine yourself to trees!! Once mature, trees use relatively little carbon to maintain themselves.
- 10) Pasture on the other hand is continually growing as it is being consumed by the animals and the carbon is deposited in the soil, crops are continually being planted, harvested and replanted, I believe fruit trees are left out of the equation. It seems to me that plants that we consume, are useful as food are left out of the carbon equation. WHY?

SPOKEN SUBMISSION TO ECAN'S ANNUAL PLAN 2022-23

Torfrida Wainwright 29 April 2022

Kia ora. I'm a member of Extinction Rebellion Otautahi. Three years ago Extinction Rebellion sounded the alarm on climate and we asked ECan to declare a climate emergency, and wonderfully you did!

Your annual plan contains a lot of good climate-focused measures. But I'd like to talk about the big picture today. I'm part of a group that's looking at what it would look like if we were to treat climate and its related crises as an actual emergency – wanting to raise this discussion.

The latest IPCC report in March makes it clear that at current emission levels we are hurtling toward a level of overheating that will make the planet uninhabitable within decades if it is not averted.

Even before climate tipping points are triggered, the world is already being overtaken by social and economic crises – like wars over dwindling resources, repeated crop failures triggering price rises and ongoing [disruptions in global food supply](#), many regions reaching temperatures too hot for life [or even plant photosynthesis](#). [It's been estimated that more](#) than 1.5 billion people could be displaced worldwide.

Covid and the Ukraine war have shown us how vulnerable our own supply chains are to overseas events. Extreme price rises, food and oil shortages, war, global economic collapse – any of these may now occur suddenly and soon.

We could avert this race to overheating – but it requires a major re-set of our society

The IPCC report is clear that the single most important way to avert catastrophic warming is to end greenhouse emissions – in rich countries like NZ by 2030.

For Aotearoa this means immediately stopping coal, oil and gas production and intensive dairy farming by 2025 or 2030.

An extreme measure – but governments do take such extreme measures when faced with an immediate dire emergency, like war. Cuba for instance successfully shifted to a more localised society when it faced sudden loss of fuel, fertilizer and other imports in 1990 after the USSR collapsed.

Now we can avert our eyes from the real threats to our way of life that now suddenly seem much closer and more likely to happen soon.

Or we can face them together, using all our ingenuity and aroha for one another.

Many people are working on what it would look like if we took the opportunity of a sudden national emergency to make a planned transition to a more sustainable and survivable future.

We've pulled these ideas together and I'd like to share some of them with you.

So to avert catastrophic warming, Aotearoa needs to stop coal, oil and gas production and stop intensive dairying.

To do this fairly and safely, we need to do several other things

1. Reduce energy use by bringing in a managed energy descent and minimising waste – bring in some form of universal and equitable rationing or quota scheme to incentivise individuals and businesses to reduce their energy use. Stop food and packaging waste and planned obsolescence. Reduce non-essential travel. And especially - localise production of food, energy and essentials so as to use less fuel.
2. Shift to a steady-state or circular economy aimed at collective welfare, not growth and resource overshoot – there are ways of changing the monetary and regulatory systems to achieve this, and reducing energy use is also a key component.
3. Repair and protect the land, water and wild areas that are critical both for food security and for climate protection – we must transition to regenerative food production, and expand our areas of bush, wetland and urban tree canopy to provide carbon sinks.
4. Plan and rebuild our houses, cities and infrastructure to meet the coming challenges – starting NOW!... practical ways of adapting to floods, sea-level rise, fuel and import shortages – as well as an influx of climate refugees ...
5. For all these measures to work, we must take everyone with us – so it will be crucial to put in place universal basic income schemes, affordable housing, free basic services (health, education, transport, energy...) so that people have a sense of security.
6. We also need to come together as a people and replace the dominant voices of the profit-focused vested interests with new forms of tiriti-based participatory democracy focused on looking after the land and the people. Matike Mai offers us a wonderful pathway for this, enabling tangata tiriti and tangata whenua to co-create new forms of governance based on our shared values.

So where does Environment Canterbury fit into all this?

- In a national emergency, local knowledge and resources are critical. Fuel and food shortages mean that localising food production and energy resources will be crucial to our survival. Lots can be done at a local level to adapt to lower energy use – transport, land use, water regulations, housing, infrastructure...
- So please - use your planners, scientists, accountants, community networks – all your clever, engaged people - to explore and work on these likely scenarios NOW! Lets make these big transitions by design not by disaster!
- You are the voice for the people and whenua of our region - keep demanding that central government act boldly and decisively for their protection and that government prepares actively for this transition.

The interwoven planetary and human crises are reaching us like an unstoppable tsunami, bringing great risk – but also great opportunity to re-set our society in more beneficial ways for people and nature!

We have a short time within which to swing our country round to meet these scenarios in collective strength, rather than fragmented chaos. Lets do it together, starting now.

Thank you

Postscript

A group of us within Extinction Rebellion nationally have been working on “What would it look like if we treated the climate crisis as an actual emergency?” (in the words of [Jason Hickel's useful article](#)).

We've drawn together the ideas outlined above, inspired by the mahi of many people and groups in Aotearoa and overseas, including [Te Waka Hourua](#), [Rise Up for Climate Justice Aotearoa](#), [Matike Mai](#), [Anne Salmond](#), [Coal Action Network Aotearoa](#), [Mike Joy](#), [Jason Hickel](#), [Andreas Malm](#), [Max Rashbrook](#), [Our Climate Declaration](#), [Greenpeace Aotearoa](#) and many more.

Extinction Rebellion persistently sounds the alarm about the crises - but it will take all of us working together to create a path forward through them.

We want to get people thinking and talking about how we must transform the way we live and work, especially in the context of this year's local body elections and next years national elections.

Ecan Questions

Bus fare structure

My questions are related to the bus fare structure. My concerns are around the parameters chosen and the ultimate aims of the new bus fare structure.

My questions are as follows:

1) Ecan declared a climate emergency on 16 May 2019. So to what extent has this been taken into account in the new fare structure?

Why I ask this is that we are in a 'climate emergency'. To put this into perspective, the covid epidemic, not taking away the hurt it has caused people, is nowhere near as severe as the climate emergency. As the NZ government allocated over \$50 billion to the covid epidemic, can Ecan show me that the same importance is being afforded to public transport and the bus fare structure? I don't see this reflected in the 3 options provided. I see 'same old, same old' with no STEP CHANGE.

We need a bus service that will meet the needs of Canterbury and is fit for purpose. It must increase patronage. So can Ecan show me how this proposed bus fare structure is a step change or if not what is proposed next?

Leads me to the next questions

2) What is the ultimate goal in changing the bus fares?

3) What best practice evidence (NZ, Australian and overseas) have you considered to help set the bus fares? I believe Wellington has a well patronised public transport system.

4) What other strategies are you proposing alongside bus fares to increase patronage? I say this as changing the bus fare structure on its own is not enough. We need all bus stops with intelligent bus timings, shelters, high kerbs, fleet that is completely electric, more frequent services, new routes including express routes, more bus lanes etc. We need to be building towards a bus rapid transit system across Christchurch. So please can Ecan explain what extra strategies are planned now, short term and long term alongside these bus fare pricing proposals? I understand there was a report done on BRT in Greater Christchurch in June 2021. So what is being done to drive this forward?

5) Changing bus fares, new infrastructure, new stock etc needs to be done at the same time not piecemeal and alongside changing all day parking in the central city. There are roads within Central City and close by with no parking restrictions. These are packed with cars parking all day. Is Ecan working with CCC to remove unrestricted all-day parking in central city and areas close by to encourage bus use? I note that Wellington has excellent bus services and no unrestricted or cheap all-day parking in the city. I really don't think that's a coincidence.

6) Has Ecan discussed with Council travel plan measures for reducing car use for employees. There are various carrot and stick approaches e.g. workplace parking levy in the UK, incentivised monthly bus passes for employees in Japan? The Council could consider workplace travel plans in central city and busy centres of Christchurch e.g. Riccarton? Can Ecan confirm what is being done in this field?

7) How does Ecan establish new bus routes for new residential developments? In the UK, developers are asked to contribute and establish bus routes before residential developments are built to ensure that people can travel on the bus immediately. Otherwise, behaviour is set to use cars before buses are in use. Can Ecan confirm how this process is optimised to increase bus use?

8) Have you done any public consultation with members of the public to understand what's required to increase patronage? What is the magic price to encourage people onto the bus? Or does it require new infrastructure, new routes etc. What has Ecan done to find this out on the ground? As I really don't want to hear that a consultant with a three figure salary, plucked a figure out of the air or a model for setting the new fares? If a model was used, how has it been calibrated to reflect current

socio economics, rising inflation, rising living costs and has this been tested with the public? We need a price point that will fill the buses and not allow them to continue to be half full.

9) Bus fares are half price at the moment and for a period of 3 months. Can Ecan use this data to deduce whether the fare prices proposed will achieve their aims? Will Ecan consider changing the pricing to reflect this new data?

10) I have never driven to work for 20 years. I have worked in Australia, Canada, UK and now NZ and have either walked, cycled, caught a water taxi, ferry, heavy rail, light rail, or bus. The one thing I have noticed about a well patronised public transport system is that it needs to attract work commuters. In my time in NZ, I see few commuters on the bus. I am also very aware that we have an issue of 'perception' in Christchurch. Everyone has a reason for not catching the bus. So how is Ecan trying to overcome this? What public communication strategies or other are they looking at to attract work commuters out of cars and onto buses?

11) Can Ecan confirm that the 'hub and spoke' is fit for purpose for Christchurch and surrounding areas? Considering an increase in traffic east to west and other expanding satellite towns around Christchurch.

12) Should Ecan be responsible for providing public transport for people choosing to live further out of the city? If so, has Ecan considered park and ride for all these satellite towns with electric charging points in the car parks?

13) Is there a benefit in having patrons tag on and off rather than just tag on? Perhaps this will increase options for people and pricing? Has this been considered?

14) I believe that Ecan run the bus services across Canterbury with Christchurch and surrounding District Councils being responsible for the infrastructure. To optimise public transport we need the bus route management and infrastructure being managed 'hand in hand'. This makes sense. As this is not occurring, I would guess the system is not working seamlessly. How is Ecan working to overcome these issues to ensure people have a fit for purpose public transport system and to work towards a specific set of agreed goals?

15) How do families travel on the bus? This has been a bug bear for years. I would travel on the bus with family but the cost of 5 of us is exorbitant compared to travelling by car. This could be great for at least the weekends and travelling into the city. Has Ecan considered a family pass that is priced accordingly? Plus, you are encouraging children on the bus and not to use the car all the time and if on the weekend when there are no commuters. So many wins so why is this not a possibility?

16) I would want Option 1 and 2 combined! Not either.

Thank you for the opportunity to speak.

Thank you for your time to listen to our deputation today. My name is Sarah Barkle and I am representing the Oxford/Ohoka community board. You would have received our submission, I assume that it has been read so I will just briefly outline our points.

The Proposed Increase in Rates:

- we do not agree with the substantial increase in rates proposed. We believe that this represents a mismanagement of funding resources and lack of foresight in financial planning. Those that wear the brunt of this is the rate payer. We would like to express our concern on behalf of the rate payers that we represent and urge Environment Canterbury to take a serious look at their financial situation and ensure that they are planning for the future so these kinds of increases do not occur again. A large chunk of the increases are due to the public transport initiatives. The people of our rural communities will not be positively impacted by these. The benefits that we will receive compared to increases are very negligible therefore are not justified and do not warrant our support.

Change in Bus Fare Structure:

The board does not support any further ratepayer subsidisation of bus fares. While we do support initiatives that successfully reduce gas emissions we do not believe this will be successful. The people of our Ohoka/Oxford ward will receive no benefits to any of these proposed options. We believe that pre-covid use of public transport will return over time. We also believe that for public transport to be

successful it needs to be reliable, frequent and go to where you need to go. Under the proposed plans, none of these boxes are ticked for our rural communities. Currently we do not even have paths for our children to use to get to school which means the only way to get there is to be driven. If you want to make a significant impact in our ward then consider assisting with the development of pathways around our schools. This could potentially reduce the need for 2 car movements per day within these households and also encourage our children to look at alternative modes of transport. A much more practical way of reducing our carbon footprint and encouraging alternatives to cars.

Flood Recovery and Protection:

The board acknowledges the need for this work to take place and appreciates the relationship between ECan and the Waimak council in such projects. With river lands being a significant part of our ward, it is certainly an important issue. However, in terms of the questions being asked in the annual plan, I am unsure how we are to answer them. There is very little substance to the submission point. Without further information being provided, we do not believe that this is an opinion we would like to give in fear of setting undesirable precedence. It is a shame that more detail was not provided in the annual plan for such an important topic.

Future Funding in Response to Climate Change:

Once again, the board agrees that climate change is certainly an issue that needs to be addressed and planned for. However, once again we struggle to give an opinion on this important subject due to the lack of detail given in the

annual plan. What projects/initiatives will the levy actually be funding? Without this information how can we support the proposal. Again, a real shame more detail was not provided in the annual plan for another important topic so that you could receive useful and relevant feedback during this process.

Lastly and perhaps our most important points.

Why is there such a focus on public transport, so much funding being allocated to something in which the cost vs benefits simply do not add up.

It is our opinion that we are heading for a water crisis. Whilst water may not be a popular topic to tackle with some sectors, we must remember that water is not a matter of economics, it cannot be left as a delicate topic that may offend. Water is simply a necessity of life, we do not survive without it. Water should always be at the forefront of policy, it should always be the number 1 priority. Have a look at the ECan website where you can see the dots on where the monetary resources are to be spent. Have a look at the amounts indicated for water quality initiatives compared to public transport. That great big orange dot clearly shows the priorities and clearly shows that water is not one of them. ECan is the guardian of our water resources, we are at the mercy of your decisions.

It was only my childhood ago that you could drink out of the rivers, swim in them and safely take your dog for a walk. There was healthy water flow in the rivers and it was pretty clean. Take a look now, the Ashley river barely has a flow, the amount of nutrients has all but killed off the aquatic life and

toxic algae is a regular inhabitant. We have a website that tells us about areas of rivers that are un-swimmable, this alone is a failure. I wouldn't dream of letting my children swim in the Cust river that borders my parent's property - but why shouldn't they be able to. The state of the Cam river is frankly an embarrassment. And our ground water resources – well who really knows. Where is the data collection, where is the solid evidence and tracking of our groundwater supply?

We all know that the quality of water in Canterbury is not in a good way and needs significant intervention. But where is the priority for this in your annual plan?

How many rivers in our district have water over allocated? What is being done about this problem? Where are the guardians of our water and what have they been doing? The overallocation of water has taken away essential river flows, this water has been given away to be distributed to land which then causes nutrients to enter our water supplies therefore compounding to the degradation. We have a major problem and a regional council that is responsible for these issues. Yet there is little weight given to it in your annual plan.

Ground water is of utmost importance in our ward. We represent a high proportion of private well owners. We rely on quality ground water, it has a direct impact on our health and wellbeing. What ground water monitoring is taking place? What data do you have and what research is being done into how much water is available, how much can afford to be taken. How long does it take to regenerate and what

are the trends in the levels of contamination? What are the likely impacts of climate change going to be on the acceleration of contamination?

Where is the priority and appropriate level of funding for these significant issues in your annual plan?

Are we to forget about focusing on our water quality for a year? because that big orange dot seems to speak louder than words.

The water resources in Canterbury are reaching crisis point. Yet, your annual plan gives it no priority. As a board we urge you to give water more importance.

All fields marked with an asterisk (*) are compulsory

Your details

First name* PAUL. CLIFTON Last name* STEMMER.
 Postal address _____

 Postcode _____
 Phone number _____ Mobile number _____
 Email* —

Are you submitting on behalf of an organisation?*

☐ Yes, I'm submitting on behalf of an organisation

☒ No, I'm submitting as an individual

Please note I have more than one place's

If yes, which organisation are you submitting on behalf of?*

Which age category are you in?

☐ 0-14 ☐ 15-24 ☐ 25-39 ☐ 40-64 ☒ 65+ ☐ Prefer not to say

By providing these details you help us understand who we are hearing from.

Topic One: Changing the bus fare structure

We're proposing a two-year trial of a new bus fare structure with either free or reduced fares for some bus users.

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
- ☐ Option 2: \$2 flat fare for adults and \$1.20 for children and tertiary students across bus zones 1, 2 and 3
- ☐ Option 3: Tertiary student concession
- ☒ I don't have a preference

Tell us more about why you support this bus fare option

you're Preps only.

Any other comments on bus fares?

Topic Two: Flood recovery and protection

We are responsible for flood recovery and protection work across Canterbury/Waitaha. This work is funded mostly through rates from residents in 'river rating districts'. We are seeking your feedback on two proposals.

Recovery from the May 2021 flooding

We're proposing to borrow money to pay for our share of the flood protection work to recover from the regionally significant May 2021 flood.

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

☐ Yes ☒ No ☐ Don't know

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

By using the old way (using the Gov).
I.E. that was the way costs were got.
& Paid for in the old days
1990 + years.

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?

By the Govt

Reviewing flood protection costs in Ashburton

We're proposing to change how the cost of flood protection is distributed across the Ashburton River/Hakaterere rating district, to ensure the amount residents pay better reflects the benefits they receive.

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
- ☐ Option 2: Status quo – Keep the current distribution of rates in the Ashburton River rating district.
- ☐ I don't have a preference

Any other comments on flood protection in Ashburton?

The Regional Council has not cleared out
 Duff cut. River. Needs to be due to lack of
 money that I do not agree with.
 If Ashburton River Bridge ^{may} ~~may~~ 21,

Topic Three: Future funding for responding to climate change

We're proposing a future levy to fund action in response to climate change. This would not impact rates in the 2022/23 year.

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

☐ Yes ☒ No ☐ Don't know

What current or future projects or activities would you like to see funded by such a levy?

I feel it is not good Bus to have to pay for
 River works more than once. If insurance

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

Environment Canterbury
 is (too) top heavy. They need to get works
 to roll up shirts & get into work.

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

That has not been done for a long time.
 I have worked with Environment Canterbury for
 over thirty five years, which is over!

Supporting your submission

Attach supporting documents, or extra pages if you need them, please make sure each page includes your name.

Thank you

Thank you for taking the time to make a submission.

Do you wish to speak to your submission at a Council hearing?*

☒ Yes ☐ No

If you want to speak to your submission, please provide contact details on this form. We will be in touch to arrange hearing times after submissions close. Hearings are scheduled for 26-29 April 2022.

Where did you hear about the consultation?

☐ Meeting ☐ Environment Canterbury website ☐ Social media (Facebook, Instagram, Twitter)
☐ Radio ☐ Postcard ☐ News article ☐ Email ☒ Word of mouth ☐ Print ad or billboard
☐ Other (please specify)