

7 December 2021

Tēnā koutou katoa

*Ko Te Poho o Tamatea te maunga
Ko Te Rangiwhakaputa toku tupuna
Ko Whangaraupō te moana
Ko Takitimu te waka
Ko Ngāti Wheke te hapū
Ko Ko Rapaki te marae
Ko June rāua ko Gerald Swindells oku matua
Ko Luana Swindells ahau*

Thank you for this opportunity to provide a submission on behalf of our community. I apologise for not being able to attend in person.

For several years, Rāpaki (including the surrounding bays) has, for the most part, had a relatively reliable public bus service that has met our needs. Unfortunately, this service has declined significantly over the past few years but, also, it has coincided with the 2019 withdraw of the Ministry of Education funded bus service for Cashmere High School.

Prior to the most recent changes (which have occurred over the past few years), the bays (Rapaki, Cass, and Corsair) were serviced by a smaller shuttle bus (the 535 service) – this connected to Eastgate Mall in Linwood, and also the number 28 bus in Lyttelton (i.e. for passengers who wanted to travel via the city). Importantly, this service was not only more reliable for students but also for our growing population of kaumatua (pensioners), who would often catch this bus to do their shopping or attend medical visits. My own father (84 years old) would often catch this bus as his eyesight had deteriorated to a point that it was unsafe for him (and other road users) to travel by car. I would also catch this bus with my daughter (who was attending Heathcote Valley primary school), as my family was (at that time) a proudly one-car home. This bus service was regular enough that I could get her to and from school without too much time waiting (i.e. 40-minute wait for the bus after drop-off and after school).

In 2017, the Ministry of Education determined that they had (for several years) incorrectly funded the Cashmere High School bus. The convoluted reasoning (for not knowing this) had something to do with changes post-earthquake, school rezoning, and funding criteria. The Ministry made the unilateral decision to withdraw this service without consultation with affected families, even though we are zoned for Cashmere High, as it is the closest high school for Rapaki rangatahi. At the time this decision was made, the Ministry had (apparently) been unaware that the public bus service to the bays was also being reduced significantly. The Ministry contends that they do not have to provide a school bus, if there is a public bus service; this is irrespective of whether this service is impractical, unreliable, or unreasonable. After numerous communications between Cashmere High, the Ministry of Education, and the bus company, we were able to have the service extended for a further year, mostly because parents had not been notified of the withdraw.

As parents, we now find ourselves in the rather untenable position of asking our rangatahi to spend a significant proportion of their day either catching two buses in the morning and waiting (for nearly an hour) for school to open (i.e. they have to catch the 7am bus to get to school on time) or, alternatively, arriving late (i.e. if they catch the 7.50am bus from Rapaki). If rangatahi want to get home before 5pm, they need to be in the city to catch the bus at 3.56pm – a sometimes difficult task if they do not get out of school on time (i.e., finish at 3.10pm), or – as often happens – the buses to

the city are often overloaded, requiring them to wait. If they miss the 3.56pm bus, they must wait another hour for the next bus to Rāpaki, which gets them home at 5.58pm. For parents, like myself – who has a child with severe anaemia - getting her up at 6.15am is an extremely difficult thing to do, especially when her anaemia affects her anxiety, mental wellbeing, and physical health.

The reduction in services has not only affected our children, but also the most vulnerable population in our society – our kaumatua. As my 74-year-old mother continues to serve her community in a fulltime job (assisting at risk young mothers and their children), my retired father has now become house-bound, as he suffered a heart attack and a fractured back a few years ago. Although he is incredibly independent, he – and others - have had to resort to driving (when they are safer not to), relying on others to take them shopping, or simply being stuck at home and unable to live a full life. It is abhorrent that our kaumatua have been treated with such indignity, devaluation, and inconsideration – this is shameful.

Curiously, the limited bus service that we now receive (and, inexplicably, pay a full rate charge for) has meant that the afternoon buses do not accept passengers travelling from Rāpaki to the city – only from the city to Rāpaki. This must be the most pointless service in the country. Not only do we have a very limited weekly bus service, but we do not have a weekend service – at all. Over the summer months, we have thousands of people travelling to the bays to go to the beaches, causing congestion and frustration for residents; in Rāpaki, we have had to restrict the number of people coming into our reservation as people were parking in private driveways, on burial grounds, within the marae atea itself, and on the side of our narrow roads. On one occasion, a fire appliance was unable to attend a fire as a parked car had restricted access on the roadside.

As I previously mentioned, our formerly proud 'one-car whānau' (of four), has now increased to a three-car whānau. As soon as my son was able to drive, we purchased him a car to get to and from school as his 11-hour days (getting to and from high school) were too much. My son was also actively engaged in after school sports – this was impossible for him to do if he had to rely on the bus service. I also completed my post-graduated study in 2017 and returned to fulltime employment – previously, I would have been able to catch the bus as this was a reliable and practical service. I had never owned a car until 2017, but now I also own a car. Next year, my daughter will be able to drive and we will have to buy her a car so she can travel to and from school but, also, so she can attend after school activities, which are incredibly important for her wellbeing. My husband – who mostly does the drop-off's and pick-up's, fortunately, has more flexibility in his work to be able to do this. When he travels for work, however, my daughter stays home from school, as I don't have the flexibility to drop her off or pick her up. This – alongside my daughter's health – has meant that she has attended less than 80 percent of school year.

I assumed that one of our local government initiatives was to help reduce private vehicle ownership by improving public transport options to communities; however, in the case of Banks Peninsula, this has clearly not been the case. Typically, when I have attempted to engage with ECan about our bus service, the response has been that patronage has declined (post 2011) resulting in a reduction in services. However, the inverse effect of this is that patronage declines with a decline in service – why would any person catch a bus if there is a more efficient and practical way of travelling, regardless of the costs? Or, why would a pensioner catch a bus (the latest one in the morning leaving at 7.50am) to go and do an hour's shopping or attend a doctor's appointment, only to have to wait until 3.56pm (the earliest bus leaving in the afternoon) to get home? What do you expect them to do during that time?

As a parent, daughter, engaged community member, private citizen, and mana whenua - who also happens to be genuinely concerned about the impacts of human behaviour (via vehicle use) on

climate change, I implore you to provide us with a public bus service that meets the needs of its' citizens, the environment, and the residents of our collective communities.

Thank you for your time.

Ngā mihi

Luana Swindells

8/12/2021

Kia Ora

I have lived in Rapaki for 40 years and it has always been a struggle to use public transport around the bays, quite often we would have to walk from Lyttelton to Rapaki taking over an hour as the bus to Rapaki would only run once or twice a day, now with our young tamariki the service is so restricted that we as parents are making the trip to and from the city for the school run and in cases another trip after school for school sports and trainings etc.

I have two boys one at primary & one heading to Cashmere High next year so this battle continues, we also have neighbors with two boys second year of high school and two more teenagers moving into Rapaki in the new year that will also require public transport, I understand there are up to 29 children around the bays that would benefit from this also.

Our whanau fully support the suggestion to increase the public transport for the Bays or a School bus that could transport our children to school safely.

Nga mihi

Kitti Couch

Dec 9th at 10:30am Ecan Public Forum

Kia ora tena koutou katoa. Ko Cathy toku ignoa

Madam Chair, Councillors and participants, thank you for this opportunity to speak on behalf of the Bays Communities, our roopu of Rāpaki, Cass Bay and Corsair Bay. This presentation won't take too long because we only raise one big issue-the bus28. Next year we have 29-35 Cashmere High school students from our Bays that need to get to and from school. The current bus service is something like the story of a young tamariki and the 3 bears... where one bowl of porridge is too hot, another bowl is too cold, and one is just right. The public bus28 at 7 AM is too early, the one at 7:50 is too late, BUT a change of schedule to a 7:20 AM public bus would be much better! However, there is also the risk that so many new students will swamp existing services, which means a 7:50 AM special door to door school bus service would be perfect. This service would pick up students from Rāpaki then continue via Cass and Corsair Bays, dropping to Cashmere High School leaving seats on other buses for existing commuters.

So now to give a little background:

- Firstly, we lost the bus535 and that was over 2 years ago, then we lost the Harkerrss subsidised school bus over a year ago
- In 2021 we had about 18 students, and our families managed somehow
- Personally, our whānau got an electric vehicle to cart our tamariki to and from school
- Sometimes students caught the 7am express into the bus exchange then transferred to Cashmere by 8:10 but school starts at 8:40am
- Other times, students biked or walked into Lyttelton which could take 25-45 minutes. They got on the bus28 then connected with the Orbiter to school
- The afternoon commute took even longer. Cashmere High School finishes at 3:10 PM. These students hopped onto the Orbiter then got off, walked to bus28 around the corner then onwards to Lyttelton. They then biked or walked back to the Bays, arriving home around 5pm- that's like a 10hour school day.

Now that we have up to 35 of Cashmere High School students needing transport for 2022, it makes sense to look for solutions. With this in mind, our Bay communities had^a meeting with Ros Service from ECan- 26 people attended along with 15 of our tamariki. Our meeting also covered the 28bus review and public submissions for the Port to Port bus service - we understand it's a solution for 2023... we need something for 2022 please.

So how can we solve the Cashmere High School commute problem? We see 3 options for 2022-

- Putting on a special door to door bus service for the school run, departing from Rāpaki at 7:50 AM and returning in the afternoon about 4 PM (both morning and afternoon would be wonderful) – we understand that there is a public bus just for students that runs via Radley Street and through Huntsbury Hill (which some of the Bay students use as well. So something like this for the Bays could work and it picks up students from Lyttelton, Heathcote and parts of Opawa.

- B. A bus schedule change to the current service, with the public bus28 departing Rāpaki at 7:20am, and
- C. Having a trial bus service running from Lyttelton to the Bays for the students morning and afternoons (one example of a trial is if the Ministry of Education could divert the Lyttelton Primary School 40mins earlier in the morning and bring the high schoolers into Lyttelton, that could work out too- it least it helps with the morning commute.

For 2022, please ECan we really hope that you and the Ministry of Education can help our students. The 2022 cohort of students will be up to 35 students (that's a full school bus already) so we would really need a better bus service.

In summary, for the 29 to 35 students going to Cashmere High School in 2022, the 7:00 AM public bus is too early, the 7:50 too late and having a 7:20 AM public bus28 would be better, **BUT a special door to door school bus service departing Rāpaki at 7:50 AM returning at about 4 PM would be just perfect.**

*Just a couple quick suggestions raised by the community at the public meeting held on 3rd November-

- a shopping bus ideally at 10AM from Rāpaki and returning 2PM for the kaumatua and elders from the Bays could be useful (but maybe the Bus review could address this)
- we think a summer "Beach Bus" from New Brighton, via Sumner and Lyttelton all the way round to Purau and back, would be a brilliant addition over summer, reducing traffic jams on our narrow roads, easing parking issues while also increasing access to our beaches for people with limited transport options.

Kia ora. Thank you so much for your time and we look forward to a response soon. I will leave a copy of our community minutes along with our presentation notes.

**Community Meeting with Ros Service, ECan Engagement Advisor -
No28 Bus service
@ Steadfast Drill Hall 6.30pm 3rd November 2021**

Attending

26 Adults and approx. 15 future Cashmere High School Students

Meeting commenced. 6.35pm

Cathy Lum announced expected of High School Students requiring a school bus service in 2022 and future years

- 6 from Rapaki
- 29 – from Cass Bay/Corsair Bay Postcode 8082 for 2022
- 46 Students from these areas in future years

Cathy then introduced Ros Service – ECan are reviewing the bus route - Ros is here to gather an understanding of community needs and feed this back to ECan

- Ecan reviewing No28 & No17 – a flyer will be delivered to those concerned soon
- Survey/Consultation 18/11/21 – 5/12/21
- Suggested changes
 - Increase frequency
 - Slight adjustments to routes
 - New buses
 - ECan has money for diesel buses but electric would mean rates increase (details will be in survey)
- Named buses have been suggested
 - Port to Port (Lytt – Airport) Weekdays every 15min/Sat,20mins/Sun, 30mins
 - Route change Shakespeare Rd, Waltham Rd, Ara then to Bus Exchange

Full details will be in the survey

Ros opened to discussion from the community

- **Times do not service the community** - hence why usage is low. Ros presented a graph showing current usage
- **Lack of bike racks on buses to get through tunnel**
- There are no extra buses currently available & a driver shortage. They will review schedule. Changing schedule effects other parts of route. **No changes are excepted before end of 2022.**
- For High school students - 7am bus too early next bus 7.45 too late. **Ideal solution would be bus at 7.20 from Rapaki to connect with 7.45 bus at Lytt for Cashmere school students**

- **In January 2022 there will be 29 additional school students requiring this 7.45 service from Lytt. This will overload this service.** Do we need to wait for this to happen several times before schedule can change?
- If bus is repeatedly full ECan look at dispatching an unscheduled bus
- **Afternoon return times** – if Lytt service gets extended to Rapaki would be ideal – currently students get bus to Lytt and walk home or wait til for 4pm Rapaki bus that gets to bay at 4.45pm
- **Students are experiencing a significantly lengthen day** – due to lack of efficient public transport. Leaving home at 7am and returning by 5pm
- **Private bus hire** has previously been priced at \$7 per student each way (based on numbers at that time)*** **note Students will be increasing by 29 in Jan 2022)*****
- A resident has contacts with Ritchies & another co. Has offered to **schedule a trial service to gather numbers**, if ECan could fund -Ros suggested to put a proposal together
- Also mentioned was Cashmere High School bus that starts in Linwood then goes to Huntsbury Hill. **Could this start from Rapaki, Cass, Corsair then on to Linwood and Cashmere?**
- The Elder Cass Bay generation expressed the need for a **daily Shopper's bus 9/10am returning at 1/2pm approx**
- **Weekend "Beach bus"** suggested. Connecting City to Bays, Brighton, Sumner, over Evans Pass, through bays up to Purau therefore easing local parking congestion *
- A resident from **Rapaki voiced that they have been cut off due to lack of public transport.** Afternoon bus can only be caught one way. Her family has been forced to investigate getting 4th car
- Rapaki looking into **banning cars at weekends** for summer as residents are not able to park *
- Ecan will be in contact with Rapaki Marae about bus service

Ros spoke about MyWay Shuttle bus service that is trailing in Timaru similar to Uber. People requested a ride, when and where they need to go, then route is scheduled collecting others along the way.

Submissions can be made through survey, email to Ros.
MOE to be contacted with the feedback from this meeting

Ros.service@ecan.govt.nz
[Metro.co.nz/haveyoursay](https://metro.co.nz/haveyoursay)

Meeting ended 8pm