

From: Shona Powell
Sent: Tuesday, 5 April 2022 4:20 pm
To: Have your Say
Cc: Com Board
Subject: Annual Plan Submission - with extension granted
Attachments: WSCB submission to ECan Annual Plan 2022-23.docx

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Good afternoon

Attached is a submission on the draft Annual Plan for Environment Canterbury from the Woodend-Sefton Community Board. Thank you for the extension, it is appreciated.

Kind regards

Shona

Shona Powell

Chair

Woodend-Sefton Community Board

Check out our Facebook page at [@WoodendSeftonCommunityBoard](#)

From: Have your Say
Sent: 01 April 2022 15:47
To: Shona Powell
Cc: Have your Say
Subject: RE: Annual Plan Submission - extension request

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Kia ora Shona,

Thank you for letting us know – we are aware also of WDC's submission pending. This is fine to submit yours next week also, it will be presented to Council in accordance with our [Submissions Policy](#).

Ngā mihi nui,

Stacey

From: Shona Powell
Sent: Friday, 1 April 2022 2:56 pm
To: Have your Say
Subject: Annual Plan Submission - extension request

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Good afternoon

I am the Chair of the Woodend-Sefton Community Board and our Board would like to make a submission to the draft Annual Plan. Based on the information we have seen to date we are likely to endorse the Waimakariri District Council Submission but also add some more points.

Our difficulty comes in that the Council have obtained an extension to 5 April to lodge their submission as the Council meeting which will ratify the submission isn't until that date. As of this afternoon we are still waiting to see the draft submission.

Would it be possible for the Woodend-Sefton Community Board gain an extension to lodge our submission until 5 April to allow us time to view the draft submission from Council over the next few days and review our position.

Thanks for considering this.

Regards

Shona

Shona Powell
Chair
Woodend-Sefton Community Board

Check out our Facebook page at @[WoodendSeftonCommunityBoard](#)

To: Environment Canterbury (ECan)
Subject: **Draft Long-Term Plan 2021-2031**
From: **Woodend-Sefton Community Board**
Shona Powell, Chairperson
Contact: Kay Rabe, Governance Adviser
C/- Waimakariri District Council,

The Woodend-Sefton Community Board (the Board) thank you for the opportunity to comment on the draft Annual Plan 2022 – 2023.

The Board wholeheartedly endorse and support the Waimakariri District Council (WDC) submission on the draft Annual Plan and would like to add the following points.

Introduction

The aspirations of ECan are admirable but there needs to be some balance between outcomes, affordability and timeliness.

On the website in a section 'How rates are decided' is the following statement.

“We have a policy limit on rates increases of 5.3%. The Council works hard to keep it below that or must be satisfied that the exceedance is justifiable.”

Source: <https://www.ecan.govt.nz/your-region/plans-strategies-and-bylaws/long-term-plans/your-rates/types-of-rates/>

Given the large increases in rates that Waimakariri ratepayers have seen over recent years as outlined in the WDC submission the Board question how it can be justifiable year after year after year.

Specific Submission Points

Affordability

Given the increase in the cost of living, even just of essentials, including food prices increasing dramatically, plus power, gas, phone and insurance. Then on top of that is the price increase in fuel which is an increase in itself and further increases prices on food and services and goods provided.

Put simply, ratepayers cannot afford the rate increase needed by ECan to meet their proposed plans. Many are struggling just to afford the essentials, yet alone afford anything extra like a trip to the doctor. Any increase in rates also filters through to renters through rent increases.

The timing is just not right to increase costs to this extent.

Targeted Passenger Transport Rates

In 2017/18 the targeted rate for public transport for urban ratepayers in Waimakariri was \$51.29. Last year this had risen to \$141.48 which is an increase of over 175% in four years. Now ratepayers are facing another proposed large increase this year, under option 1 this would be an increase to \$178.03 which is a 247% increase in five years and under option 2 would be an increase to \$165.61 which is a 223% increase. And there would be another increase next year as option 1 or option 2 only start in February 2023 which means the proposed increases above are only for a part year of five months.

This might be acceptable if Waimakariri had received great service improvements over that time. However, when the services for Waimakariri were last reviewed the changes implemented by ECan were on the basis that they had to stay within the existing budget. The only improved service has been the commuter express bus service introduced last year between Rangiora and Christchurch and Kaiapoi and Christchurch and was costed at a maximum of \$30 per urban ratepayer during the consultation.

Many people living in Waimakariri struggle to access or want to use public transport because they either live rurally, are a long walk from a bus stop or do not work in the city centre. Combine this with the time that it takes to walk to the bus stop, the trip into town for services that are not part of the commuter services using park and ride. For example, from Rangiora it will take over 70 minutes to get to the bus exchange at any time during the day. From Pegasus it will take just under 70 minutes and this is just the time spent on the bus itself.

This is not a convenient, timely or particularly usable service. And yet the cost to urban ratepayers keeps increasing, up by \$90.19 in the last four years (175.8%), and then the large proposed increase this coming year.

Option 1 – Targeted fare-free

Two-year trial for under 25s, students, Total Mobility and community services cardholders

If Option 1 is chosen, an unintended consequence could be that it encourages more under 25's and students to use the buses for very short distances as it is free, which could slow the bus trips down as there will be more stops and will make the service less efficient and annoy the full fare paying passengers. Also, with Option 1 the benefit for Waimakariri is questionable in terms of reducing emissions or increased patronage. As the saying goes nothing is free, someone is paying for it.

Option 2 – flat fare across all zones

Two-year trial of \$2 Metrocard fares for adults and \$1.20 for children and tertiary students

Option 2 would be more advantageous to Waimakariri as it would be more attractive to the general public and importantly to commuters which surely should be one of the

targets. With the increased patronage this would have a positive effect on cutting emissions. It is also affordable for other passengers from option 1, such as community services cardholders and the under 25's. Tertiary and school students would get a great fare of \$1.20. Perhaps those with disabilities could be included in the child fare category as well. However, the cost to Waimakariri ratepayers is too high.

Public Transport Suggestions

Instead of the two-year trials proposed the Board would like to see ECan using the Government funded half price subsidy in place from 1 April to 30 June 2022 as an indicator of the benefits that could be obtained from a fare subsidy. If it is successful in increasing patronage and cutting emissions ECan could then advocate to the Government to fund it on an ongoing basis.

The Board request that ECan sit down with the Councils and examine the apportionment of the public transport costs across the three Councils as from the figures contained in the WDC submission Waimakariri seems to be carrying a large proportion for the public transport services in place.

The MyWay pilot and trial has been running in Timaru for a couple of years and it is stated in the draft Annual Plan that ECan will implement the MyWay service in Timaru. With the trial completed it would be timely to look at another area that could benefit from this type of public transport. Waimakariri would be an ideal place for this, particularly with three urban areas close to each other and where people often have lengthy walks to get to a bus stop and two of the three regular bus routes have services only hourly out of peak hours.

Thank you once again for the opportunity to comment.

Shona Powell
Chair
Woodend-Sefton Community Board

The Board would like the opportunity for their submission to be heard.