

Ashburton District Council

AGENDA

Notice of Meeting:

A meeting of the Ashburton District Council will be held on:

Date: Wednesday 5 June 2024

Time: 1.00pm

Venue: Hine Paaka Council Chamber
Te Whare Whakatere, 2 Baring Square East, Ashburton

Membership

Mayor	Neil Brown
Deputy Mayor	Liz McMillan
Members	Leen Braam
	Carolyn Cameron
	Russell Ellis
	Phill Hooper
	Lynette Lovett
	Rob Mackle
	Tony Todd
	Richard Wilson

Meeting Timetable

Time	Item
1.00pm	Council meeting commences
2.30pm	Ashburton Police – Senior Sergeant Janine Bowden
2.55pm	Welcome to new and long-serving staff

1 Apologies

2 Extraordinary Business

3 Declarations of Interest

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

Minutes

4	Council – 15/05/24	3
5	Audit & Risk Committee – 8/05/24	7
6	Biodiversity Advisory Group – 13/05/24	9

Reports

7	Ashburton Public Transport Research Report	12
8	Eastfields Investments Ltd – Development Contribution Capacity Credits	81
9	Representation Review Initial Proposal	87
10	LGNZ Remit – Driver Licensing Scheme	141
11	Economic Development – Six Month Report	149
12	Road Naming – Wilson Smithfield Ltd	166
13	Financial Variance report – April 2024	170
14	Mayor’s Report	<i>Verbal</i>

Business Transacted with the Public Excluded

15	Council – 15/05/24		PE 1
	• Lease matter	Section 7(2)(h) Commercial activities	
16	Audit & Risk Committee – 8/05/24		PE 2
	• Building claim	Section 7(2)(h) Commercial activities	
	• Health & Safety report	Section 7(2)(a) Protection privacy natural persons	
17	Council Shareholding	Section 7(2)(h) Commercial activities	PE 3
18	Community Grants (Round 1)	Section 7(2)(h) Commercial activities	PE 4
19	Appointment of DLC Commissioner	Section 7(2)(a) Protection privacy natural persons	PE 13

4. Council Minutes – 15 May 2024

Minutes of the Council meeting held on Wednesday 15 May 2024, commencing at 1pm in the Hine Paaka Council Chamber, Te Whare Whakaterere, 2 Baring Square East, Ashburton.

Present

His Worship the Mayor, Neil Brown; Deputy Mayor Liz McMillan and Councillors Carolyn Cameron, Russell Ellis, Phill Hooper, Tony Todd and Richard Wilson.

In attendance

Hamish Riach (Chief Executive), Toni Durham (GM Democracy & Engagement), Jane Donaldson (GM Strategy & Compliance), Leanne Macdonald (GM Business Support), Neil McCann (GM Infrastructure & Open Spaces), Sarah Mosley (GM People & Facilities) and Phillipa Clark (Governance Team Leader).

Staff present for the duration of their reports: Ian Soper (Open Spaces Manager), Bert Hofmans (Open Spaces Planner), Mark Low (Strategy & Policy Manager), Tayyaba Latif (Policy Advisor) and Mark Chamberlain (Roading Manager).

1 Apologies

Cr Lynette Lovett

Sustained

2 Extraordinary Business

Nil.

3 Declarations of Interest

Nil.

Presentation

- Waitaha Primary Health – 2.03pm-2.22pm

4 Confirmation of Minutes – 1/05/24

That the minutes of the Council meeting held on 1 May 2024, be taken as read and confirmed.

Wilson/Hooper

Carried

5 Methven Community Board – 22/04/24

That Council receives the minutes of the Methven Community Board meeting held on Monday 22 April 2024.

McMillan/Cameron

Carried

6 Creative Communities Assessment Committee

That Council receives the minutes of the Creative Communities Assessment Committee meeting held on 24 April 2024.

Todd/Hooper

Carried

7 Review into the Ashburton Water Zone Committee

Council heard that Environment Canterbury are undertaking a review of the region's water zone committees and ADC's findings will feed into that. The outcome of the review is to be delivered to the Canterbury Mayoral Forum in November, and the Forum will have a progress update when they meet on 31 May.

1. **That** Council receives the Ashburton Water Zone Committee Review Report.
2. **That** Council provides the report to Environment Canterbury for consideration as a part of their Zone Committee review for the Canterbury Mayoral Forum, due to be completed in November 2024.

McMillan/Braam

Carried

8 Update on Lake Hood Water Quality

The Chief Executive responded to a suggestion that consideration be given to putting Council's unused, consented stockwater into Ashburton River as a trial. While this could be put to the Taskforce as a possible option, if a new or varied consent is required it is unlikely to be a quick solution. As the lake owner, Council (and the Taskforce) will continue to look at a range of potential solutions.

That Council receives this report.

Cameron/Wilson

Carried

9 Havelock Street Public Car Park Time Restriction

Council was reminded of discussion last year when changes to parking time restrictions were introduced for the area around the new civic building. At the time, it was agreed to wait until the new building has been operational for 12 months before reviewing parking restrictions in the wider CBD.

In response to a suggestion that mobile shop trading in the vicinity of the new building may need to be reviewed, Officers advised that there have been no issues observed since the Trading in Public Places Bylaw was reviewed and consulted on in 2022. The next review of the Bylaw is scheduled for 2032; Council would need to consider whether it's necessary to bring this forward.

The Mayor asked for an update on mobile shop activity to be included in next activity briefings.

That Council declares a 120 minute time restriction area for the public car park on Havelock Street adjacent to Te Whare Whakatare.

Todd/Braam

Carried

11 Councillors' reports

That the Deputy Mayor's report be received.

McMillan/Cameron

Carried

12 Mayor's Report

• LGNZ Conference

That the Mayor and Chief Executive, along with Councillors Cameron and Wilson, be appointed as Ashburton District Council's 2024 LGNZ Conference delegates.

Todd/Hooper

Carried

- **Remit**

Council supported submitting a remit to highlight the national issue of long wait times for people wanting to complete their driver licensing process.

Officers were asked to prepare a draft remit for Council’s consideration, noting that support from the sector will be required before the remit is submitted to LGNZ before the 18 June deadline.

That Council submits a remit to the LGNZ annual general meeting on the drivers’ licensing wait times

McMillan/Cameron

Carried

That the Mayor’s report be received.

Mayor/Wilson

Carried

Council adjourned from 1.47pm to 2.00pm.

10 Reserve Management Plans – approval to consult

Nicki Malone (Xyst consultant) was unable to join the meeting.

Council was reminded of the decision to appoint a hearing panel (17/04/24) whose role will be to hear submissions and make recommendations to Council on classification decisions.

Crs McMillan, Wilson, Braam and Cameron have been appointed.

It is proposed that the full Council will be the hearing panel to consider final submissions prior to adoption of the Ashburton Reserve Management Plan.

10 Reserve Management Plans – approval to consult

- 1. That** Council approves the draft Ashburton District Reserve Management Plan for public consultation (Appendix 2 to the agenda report, dated 1 May 2024).
- 2. That** Council approves the draft Ashburton District Reserve Management Plan Consultation Document for public consultation (Appendix 3 to the agenda report).
- 3. That** Council delegates to the GM Infrastructure and Open Spaces and Open Spaces Manager approval of minor amendments to the draft Ashburton District Reserve Management Plan and Consultation Document, prior to public notification for consultation on the Draft plan.
- 4. That** Council appoints a hearings panel consisting of appointed Councillors, supported by the Open Spaces Manager, Council’s Legal Counsel and Xyst Senior Consultant Nicki Malone – for subject matter advice, to:
 - hear objections and comments from submitters,
 - consider the extent to which objections and comments should be allowed or accepted, or disallowed or not accepted,
 - make recommendations to the Council about amendments to the draft Ashburton District Reserve Management Plan following the hearings process.
- 5. That** Council notes that the decision to approve the final Ashburton Reserve Management Plan will remain with the full Council.

Cameron/Braam

Carried

Waitaha Primary Health Organisation Board– 2.03pm

The Mayor welcomed and introduced David Matthews, the district’s community appointee on the Board.

David provided an overview of the PHO’s activities and the particular challenges they are facing with access to after-hours GP services, staffing recruitment and retention.

One solution that is helping people unable to access a GP is the Ka Ora (rural after- hours telehealth) service. The Board is undertaking an overseas recruitment campaign for GPs which has had low uptake to date.

Business transacted with the public excluded – 2.22pm

That the public be excluded from the following parts of the proceedings of this meeting, namely – the general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item No	General subject of each matter to be considered:	In accordance with Section 48(1) of the Act, the reason for passing this resolution in relation to each matter:	
13	Council – 1/05/24	Sections 7(2)(a) & (h)	Protection of privacy of natural persons Commercial activities
14	Methven Community Board	Section 7(2)(h)	Commercial activities

Cameron/Wilson

Carried

The meeting concluded at 2.31pm.

Confirmed 5 June 2024

MAYOR

5. *Audit & Risk Committee – 8 May 2024*

Minutes of the Audit & Risk Committee meeting held on Wednesday 8 May 2024, commencing at 1.00pm, in the Hine Paaka Council Chamber, Te Whare Whakatare, 2 Baring Square East, Ashburton.

Present

Councillors Russell Ellis (Chair), Carolyn Cameron, Liz McMillan and Richard Wilson; and Murray Harrington (via MS Teams)

Also present:

Dereck Ollsson (Audit Director), Councillors Phill Hooper, Rob Mackle and Tony Todd

In attendance

Hamish Riach (CE), Leanne Macdonald (GM Business Support), Jane Donaldson (GM Compliance and Development), Toni Durham (GM Democracy & Engagement), Shirin Khosraviani (Acting GM People & Facilities) and Carol McAtamney (Governance Support).

Staff present for the duration of their reports: Tania Paddock (Legal Counsel), Michael Wong (Building Services Manager), Richard Wood (Sport & Recreation Manager), Katie Perry (People & Capability Manager) and Andrew Malcolm (Safety & Wellness Lead)

1 Apologies

Mayor Neil Brown and Councillor Leen Braam

Sustained

2 Extraordinary Business

Nil.

3 Declarations of Interest

Nil.

4 Confirmation of Minutes – 27/03/24

That the minutes of the Audit & Risk Committee meeting held on 27 March 2024, be taken as read and confirmed.

Cameron/Wilson

Carried

5 Audit of Annual Report 2022-2023

Dereck Ollsson - Audit Director, Audit NZ joined the meeting and worked through the audit findings from the 2022/23 annual report.

New recommendations

- Three recommendations relating to the IT environment
 - Cease use of the generic administrator network account
 - Improve network password settings to NZ Information Security Manual or other internationally accepted standards
 - Implement formalised IT change management processes

- Report drinking water standards against the new Drinking Water Quality Assurance Rules
- Maintain an interest register for executive members
- Review the RDRML PPE valuations
- Review tolerable variance settings between P/O and invoice amounts

That the Audit & Risk committee receives the 2022/23 Audit New Zealand report to Council
 McMillan/Cameron Carried

6 Bancorp Treasury Report March 2024

Recommendation to Council

That Council receives the Bancorp Treasury report for the March 2024 quarter.

Wilson/McMillan

Carried

7 Management of Accounts Receivable

That the Audit & Risk Committee receives the accounts receivable report.

Cameron/Wilson

Carried

8 Biennial Building Consent Authority Accreditation

Recommendation to Council

1. **That** the Audit & Risk committee recommends to Council that the Building Consent Authority Audit report be received.
2. **That** Council be notified when the non-compliances are cleared by IANZ and Council's accreditation is renewed.

McMillan/Cameron

Carried

9 EA Networks Centre Income and Expenditure

That the Audit & Risk Committee receives the EA Networks Centre financial report.

McMillan/Cameron

Carried

Business transacted with the public excluded – 2.35pm

That the public be excluded from the following parts of the proceedings of this meeting, namely – the general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item No	General subject of each matter to be considered:	In accordance with Section 48(1) of the Act, the reason for passing this resolution in relation to each matter:	
10	Audit & Risk Committee minutes	Section 7(2)(a)	Protection of privacy of natural persons
11	Building Claim	Section 7(2)(h)	Protection of privacy of commercial activities
12	Health & Safety	Section 7(2)(a)	Protection of privacy of natural persons

Cameron/McMillan

Carried

The meeting concluded at 2.21pm.

6. Biodiversity Advisory Group – 13/05/24

Minutes of a meeting of the Biodiversity Advisory Group held on Monday 13 May 2024, in the Wakanui Room, 2 Baring Square East, Ashburton, commencing at 1.00pm.

Present

Mayor Neil Brown and Councillor Richard Wilson (Acting Chair);
Alice Shanks, Adi Avnit, Edith Smith, Angela Cushnie, Brad Edwards, Gen de Spa, Kim Wall, Mike Salvesen, Val Clemens, Ian Fraser and Nikki Delaway and Andy Hirschberg.

In attendance

Neil McCann (GM Infrastructure & Open Spaces), Ian Soper (Open Spaces Manager), Dr Christian Chukwuka (Ecologist/Biodiversity Advisor), Bert Hofmans (Open Spaces Planner) and Mary Jenkin (Governance Support).

1 Apologies

That apologies received from Crs Leen Braam and Lynette Lovett; Nick Vernon, Donna Field, Janine Holland, Barry Austin, Ian Frazer, Lisa Peer-Adams, Mary Ralston and Willie Leferink be accepted.

Wilson/Clemens

Carried

2 Extraordinary Business

Nil

3 Declarations of Interest

Nil

4 Confirmation of Minutes

That the minutes of the Biodiversity Advisory Group meeting held on 12 February 2024 be taken as read and confirmed.

Salvesen/Edwards

carried

5 Launch of Ashburton District Biodiversity Strategy

The Group acknowledged the work that has been undertaken to develop the Strategy, noting that the next steps will be to achieve the action plan and look at how parties will work collaboratively. The implementation plan is expected to be complete by 1 July 2024.

Group members commented on the need to look at connections, so groups applying for funding for the same cause don't overlap, and for groups to work more collaboratively for the common goal. It was agreed there would be value in inviting representatives from the various stakeholder groups to speak to the Biodiversity Group about their projects and how they operate.

The Mayor took the opportunity to remind the Biodiversity Group members to submit reports to this forum with specific actions so that Council can understand and consider what is being asked for.

Christian displayed Biodiversity Project Sites Form on the ADC web (link shown below) Ashburton-district/biodiversity

Recommendation to Council

That Council invites the Upper Rangitata Gorge Landcare Group and the Methven Lions Birdsong Initiative to each nominate a representative to join the Biodiversity Advisory Group.

Wilson/Cushnie

Carried

6 Indigenous Nature – Urban Centres

The Ecologist/Biodiversity Advisor led discussion on how indigenous nature can be brought back into New Zealand’s urban centres, and referred to Professor Bruce Clarkson’s presentation to the Group in February.

Professor Clarkson shared information about buffering, beneficial restoration and the need to have the correct species of trees for community restoration. Thought and planning about what is beneficial to the district is imperative. How can we achieve this within our Biodiversity Strategy?

Members agreed that careful consideration will be given to the planting of natives vs exotics, and to planting methodology – what plants do well in the district and if the focus should be on dryland species and planting to suit the site.

The Biodiversity Advisory Group agreed that it would be helpful to have a report from Council officers on native plants used in Council projects, and where plants are sourced.

7 Ecologist / Biodiversity Advisor’s report

That the Ecologist/Biodiversity Advisor’s report be received.

Smith/Avnit

Carried

8 Group Updates

• Synlait planting programme

It was reported that Synlait are gathering seeds from forest reserves.

• Forest & Bird

Noted that Forest & Bird are also involved in trapping.

Spraying of gorse has been undertaken at Ashton Beach (cliff face terrace riser), an area of significant natural vegetation.

Forest & Bird are concerned about wildings from private shelterbelts, particularly D.fir. It was suggested that landowners be approached to discuss how this can be dealt with.

The Group agreed that the details of the upcoming wilding pine event be shared through Council’s communications.

• Lake Heron

The Advisory Group heard that trapping has been successful at Lake Heron. A wasp problem on the Mt Somers walkway has also been dealt with by DOC. It was noted that wallabies and pigs have been an issue.

• Kānuka Trust

The Kanuka Mid Canterbury Regeneration Trust newsletters continue to be sent out couple of times a year, as a snap-shot of what they are doing with schools and community groups to educate children about native plants that are appropriate for our environment.

- **Ōtūwharekai**

The Andy Hirschberg - DOC newsletter will be sent out every six months. Reported successful fledgling in Upper Hakatere/South Ashburton River.

- **QEII Trust**

Discussion on holly weed control - \$80,000 spent. The species was introduced in 1860 and spread by blackbirds and kereru. The red berry trees need to be removed and it is hard to kill.

ECan will be running a workshop on 19 May at Little River – focus is on garden weeds posing a threat to biodiversity across Banks Peninsula. The Group gave consideration to whether a similar event could be held in Ashburton.

- **Mid Canterbury Catchment Collective**

MCCC now has nine catchment groups. Two new groups, Whitcombe Landcare Group (an existing group which has opted to become a member) and Mt Harding Creek are in the process of forming.

A map of the district's catchment boundaries is being finalised.

Hekeao Hinds River hapua is thriving and teeming with wildlife including a recent sighting of a bittern. Regarding coordination, this is a significant component of what MCCC are doing as they develop networks across the district, in particular with Kanuka Trust as schools are introduced to the catchment conversations.

The [Biodiversity Project Site Survey app](#) web link is shared, as requested.

9 **Next Meeting**

The next meeting is scheduled for Monday 5 August 2024.

The Group discussed changing the dates of the remaining two meetings this year, due to the clash of meetings for Donna Field. It was agreed to bring the meetings forward a week, to be held on 5 August and 4 November.

The meeting concluded at 3.39pm.

7. *Public Transport Research Report*

Author *Mark Chamberlain; Roading Manager*
Executive Team Member *Neil McCann; Group Manager Infrastructure and Open Spaces*

Summary

- The purpose of this report is to receive “*The viability of and demand for a public transport pilot for the township of Ashburton*” research report prepared by Sarah Wylie and Sharon Gardner of Social Research and Evaluation
- Ashburton District Council, working in collaboration with Safer Mid Canterbury, sought to commission research with the public and local community groups on a possible public transport service for Ashburton Township.
- The purpose of the research was to evidence and understand public transport need, gauge public demand, and potentially inform development of a pilot transport service for the town.
- Depending on findings, these may be used to support funding allocations for a trial service and to provide the beginnings of a Business Case to ECAN and NZTA Waka Kotahi to rate for a public transport service for the township further downstream.

Recommendation

1. **That** Council receives “*The viability of and demand for a public transport pilot for the township of Ashburton*”.

Attachment

Appendix 1 The viability of and demand for a public transport pilot for the township of Ashburton.

Background

The background

1. Ashburton District Council, working in collaboration with Safer Mid Canterbury, sought to commission community research with the public and local community groups concerning a possible public transport service for Ashburton Township.
2. The purpose of the research was to evidence and understand public transport need, gauge public demand, and potentially inform development of a pilot transport service for the town. Depending on findings, these may be used to support funding allocations for a trial service and to provide the beginnings of a Business Case to ECAN and Waka Kotahi to rate for a public transport service for the township in the future.
3. This research was undertaken in early 2024, led by Sarah Wylie and with assistance from Sharon Gardner. Sarah has conducted several social and community research projects in the Ashburton District over the years.

The approach

4. The research utilised a mixed methods approach, including a brief literature scan and presentation of relevant Total Mobility and Stats NZ Census data, 18 phone interviews with key informants (with strong engagement and knowledge of Ashburton township's disabled communities, older adult residents, youth and refugee and migrant population, and/or significant insights into transport provision, needs and options for Ashburton), including 10 representatives of community provider organisations, 5 key Ashburton District Council and ECAN representatives and 3 transport providers.
5. As an alternative to interviews and to widen the reach of participation, a workshop was held on 21 February 2024 at Hakatere Marae, attended by 23 people, representing Safer Mid Canterbury, Ashburton Community Alcohol and Drug Service, Ashburton Hospital, Age Concern / Senior Citizens Ashburton, Grey Power, Ashburton Taxis, YMCA, Hakatere Marae, Ashburton Multicultural Council, Environment Canterbury, Sport Canterbury and Tangata Atumotu Trust.
6. A public survey was undertaken with strong promotion and engagement through both digital and hard copy, and 450 responses were received and analysed.

The findings

7. The findings included in the report are:
 - Current transport provision
 - Likely level of demand for public transport offerings in Ashburton

- Needs and desires of the community and transport options best-suited to address these
- Potential impacts on existing service providers (local taxi service) and mitigation
- Things to consider alongside public transport

Options analysis

Option one – receive “*The viability of and demand for a public transport pilot for the township of Ashburton*” research report

<p>Advantages: The research gives an insight to the level of demand for public transport and the form that could take.</p>	<p>Disadvantages: There are no disadvantages to receiving the report.</p>
<p>Risks: The only minor risk to receiving the report maybe it will create an expectation that public transport will be provided.</p>	

Option two – do not receive “*The viability of and demand for a public transport pilot for the township of Ashburton*” research report

<p>Advantages: There are no advantages to not receiving the report.</p>	<p>Disadvantages: Time and money spent on research would be seen to be wasted.</p>
<p>Risks: Risk to Council reputation to funding research but not receiving the report on that research.</p>	

Legal/policy implications

Ashburton District Council Strategies and Plans

8. Ashburton District Walking and Cycling Strategy 2020-2030 Our Place: Our Strategy.
9. Ashburton District Council Operative District Plan - Transport.

Climate change

10. The research project itself will have no effect on climate change. Any increase in public transport may have a positive impact on vehicle emission reduction.

Financial implications

Requirement	Explanation
What is the cost?	No future costs for the research.
Is there budget available in LTP / AP?	N/A
Where is the funding coming from?	N/A
Are there any future budget implications?	Potentially, but this depends on future decisions on public transport, and funding would need to be considered as part of an annual plan or LTP process.
Reviewed by Finance	Erin Register; Finance Manager.

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Medium
Rationale for selecting level of significance	The research and subsequent discussion will have a medium impact on the community, there will be community interest and will affect Council's level of service in the future.
Level of engagement selected	Inform- one way communication
Rationale for selecting level of engagement	The receipt of the research report will have little impact but future decisions resulting from the report will have more community impact and require more engagement.
Reviewed by Strategy & Policy	Mel Neumann; Policy Advisor

Next steps

- Future decisions will need to be made on how to proceed based on the findings of the research. There are submissions on the LTP that raise public transport so may be a discussion as part of that process.



The viability of and demand for a public transport pilot for the township of Ashburton



Prepared for Safer Mid Canterbury and Ashburton District Council
by
Sarah Wylie and Sharon Gardner
Social Research and Evaluation
swylie@socialresearch.co.nz

March 2024



Safer Mid Canterbury
Together we're safer

Executive Summary

Background

Ashburton District Council, working in collaboration with Safer Mid Canterbury, sought to commission community research with the public and with local community groups concerning a possible public transport service for Ashburton Township. The purpose of the research was to evidence and understand public transport need, gauge public demand, and potentially inform development of a pilot transport service for the town. Depending on findings, these may be used to support funding allocation in Ashburton District Council's LTP for a trial service and to provide the beginnings of a Business Case to ECAN and Waka Kotahi to rate for a public transport service for the township further downstream.

This research was undertaken in early 2024, led by Sarah Wylie and with assistance from Sharon Gardner. Sarah has conducted a number of social and community research projects in Ashburton District over the years.

Approach

The research utilised a mixed methods approach, including a brief literature scan and presentation of relevant Total Mobility and Stats NZ Census data, 18 phone interviews with key informants (with strong engagement and knowledge of Ashburton township's disabled communities, older adult residents, youth and refugee and migrant population, and/or significant insights into transport provision, needs and options for Ashburton), including 10 representatives of community provider organisations, 5 key Ashburton District Council and ECAN representatives and 3 transport providers. As an alternative to interview and to widen the reach of participation, a workshop was held on 21 February 2024 at Hakatere Marae, attended by 23 people, representing Safer Mid Canterbury, Ashburton Community Alcohol and Drug Service, Ashburton Hospital, Age Concern / Senior Citizens Ashburton, Grey Power, Ashburton Taxis, YMCA, Hakatere Marae, Ashburton Multicultural Council, Environment Canterbury, Sport Canterbury and Tangata Atumotu Trust.

A public survey was executed with strong promotion and engagement through both digital and hard copy, with 450 responses received and analysed.

Findings

Current transport provision

At the time of the 2018 census, just under 20,000 lived within the town of Ashburton. While 2023 Census findings were not available at the time the present report was prepared, moderate growth is expected to have occurred since that time. At present, Ashburton is served by the following transport options additional to personal means (self-drive or driven in car by family / friends / colleagues etc, bike, walk, scooter, wheelchair, mobility scooter etc.):

- **The Mid Canterbury School Transport Service** coordinates daily school bus operations for enrolled students from 16 schools in Mid Canterbury, undertaking 28 school runs (along with local charters/ trips within school hours).
- **Mid Canterbury Connector:** Currently there is one volunteer-driven, on-demand vehicle in Ashburton that runs booked return trips from Mt Somers, Methven, Rakaia, Wakanui,

Chertsey, Fairton and Hinds to delegated drop off points in the Ashburton township, Monday to Friday from 9 am to 4:30 pm. Cost is set between \$5-20 depending on the distance travelled. The service cannot service transport needs for people living within Ashburton.

- **Health Shuttle:** A shuttle service is available in Ashburton to provide transport to health-related appointments in Christchurch.
- **Beckley's Coachlines** provides a charter-based service.
- **Courtesy Cars** are provided by a some of the not-for-profits and licensed premises locally.

Likely level of demand for public transport offerings in Ashburton

There was strong community engagement around the subject of public transport options for Ashburton, though not all of it positive. It is clear from the present research that there are strong feelings opposing more than minimal ratepayer contribution to any public transport solutions. The willingness to engage in the research from a wide range of community stakeholders was unsurprising given that transport barriers have been highlighted in various social and community research in Ashburton over many years.

Presented with a range of different bus/van public transport solutions, the survey utilised in the present research identified a moderate level of demand for public transport within the town, with slight preference for a **regular timetabled bus/van service using designated bus stops**.

Just under a third of the survey respondents thought they would use a scheduled (timetabled with fixed pick-up/drop-off points) weekday bus service at least weekly, while two-fifths expected to never use such a service. Demand was lower for a service on Saturdays. There did seem to be relatively strong demand for bus services connecting people with special events in the town while a reasonable proportion of respondents thought they would use a dining / entertainment bus at night, but this would be likely to amount to only infrequent use.

Alongside scheduled bus/van services, there does appear to be some appetite for public e-scooters. Findings of the present research suggest that a commercial pay-to-ride e-scooter service (eg. Lime) within Ashburton town boundaries would be relatively well-used and address some of the existing transport needs, and especially for young people, people who work in Ashburton, and for people with disabilities (especially around mental health or with psychological or learning impairments) who do not drive but do not qualify for Total Mobility. A trial of such an operation could also be put in place without cost to Council.

When the survey in the present research asked respondents what difference public transport would make to the quality of their lives if available, reported mean differences were largest for people with psychiatric, psychological or learning disabilities (less likely than people with other disabilities to have a Total Mobility card) and recent refugees, followed by recent migrants (especially Asian and Middle Eastern, Latin American or African migrants) and young people, echoing what health, social and community workers have been telling us for years.

Needs and desires of the community and transport options best-suited to address these

Most commonly, people appear to want to use public transport to do their shopping, followed by socialising / meeting friends, attend health appointments, and fourth-most commonly, be able to

enjoy alcohol without driving. Overall, mornings appear slightly favoured over afternoons and weekdays over weekends, but this is likely to vary between different age groups and trip purposes.

Because the survey respondent group was not representative of the whole population of Ashburton in every respect, it is not appropriate to extrapolate from survey findings regarding level of use to anticipated numbers of users: applying the survey-suggested usage levels to population figures is highly likely to overstate use.

The research findings do suggest that there is some level of demand for public transport within Ashburton to get people to and from work or school / after school activities: restricting a service just to mid-morning – mid-afternoon would dramatically reduce the potential user group for the service. Key destinations include all supermarkets, the town centre (key retail, banking, government agency and Council service locations, hospitality), suburban shopping centres and medical centres (Tinwald, Allenton and Netherby), the hospital, EA Network sports complex and the College. A bus or van on a scheduled route with fixed stop times and pick-up/drop-off points and especially during weekdays, from around 8am to 5:30pm (to ensure usefulness for getting to and from school and work) is worthy of trialling. A bus route would need to connect these as well as extending outwards from the furthest-spread points to ensure that nobody was more than a few blocks from a bus stop. To maximise its chances of successful uptake, this would need to be well-promoted, catered well to disabilities, connected to the key destinations identified, and be trialled over a long enough time period to enable behavioural change around transport to occur: for people to find the chance to try the service, find that it worked for them, and start considering the bus as a viable alternative means of making certain types of trips.

The majority of users of public transport options are likely to be erring on the side of less frequent use, so there is a much stronger case for a bus/van service using one or two vehicles continually travelling on a circuit than multiple bus routes services by several vehicles. With preference for buses/vans that collect users from designated stops rather than for users to have to pre-book their ride, findings point more strongly to a contracted service than a Community Vehicle Trust – type service, reliant on volunteer drivers: feedback regarding volunteering capacity in Ashburton is highly relevant. For a bus service to work, it needs to be reliable. Another option could be a Community Vehicle Trust model utilising paid drivers.

User-pays e-scooters or bikes are likely to meet other needs at no cost to Council.

The present research identified a willingness to pay more for public transport options than is charged for the buses in either Greater Christchurch or Timaru.

- Mean expected cost per trip for community-e-scooters or bikes was around \$4.60-4:80, with some respondents expecting this to be free, but a large number suggesting this should be user-pays, in line with costs of Lime scooter or bike hire elsewhere.
- Mean expected costs for a bus to / from special events in Ashburton was just under \$5, for a bus on a designated route on weekdays \$4.60 and around \$4.80 for a booking-based, door to door service.

- Expected bus rates were similar for weekends, while for an evening bus service to access dining and entertainment was expected to cost around \$6.25 on average.

Potential users seem prepared to pay a larger proportion of the real costs of public transport in Ashburton, with Council therefore needing to pay less (if public transport is put in place) than is the case in other nearby centres.

Potential impacts on existing service providers (local taxi service) and mitigation

Ashburton Taxis hold the only Total Mobility contract in the district, and feedback regarding how this is working was largely positive. In 2023, the 641 Total Mobility users in Ashburton District took over 13,000 trips on the scheme, with 9.5% of the trips made by wheelchair users. It seems though that in peak times, late at night and in wet weather, taxi demand exceeds supply.

Based on the findings of the present research, introduction of a bus service to Ashburton is unlikely to negatively impact on the taxi service.

- Older adults who can no longer drive and have a Total Mobility card appear to enjoy the service the taxi drivers afford them, not only getting them to where they want to go in a door-to-door fashion but also helping load and unload their shopping, helping them access buildings and the like, and generally providing a relatively holistic service.
- Travel within Ashburton would fall within the parameters of full the 75% subsidy rate.
- For people with disabilities who do not qualify for Total Mobility, many are on low incomes, and are unlikely to be able to afford to use taxis except on rare occasions.
- The same is true for young people, and for at least some migrants who do not drive.
- Given that the taxi service appears over-subscribed a lot of the time, redirecting some passengers to public transport is likely to free up their capacity to meet the needs of Total Mobility users, to pick up people choosing to avoid drinking and driving and people who use/prefer to use taxis for other reasons, including those who really value and need the personalised service that taxi drivers are able to provide.

Things to consider alongside public transport

- **Cycling** - For around 14% of the survey respondents, cycling was one of the main ways they got around the town currently, a similar proportion as those cycling to school or work in the Council's Walking and Cycling Strategy survey in 2020. Approaches to encourage more people to cycle and to remove/address barriers around cycling should be considered alongside public transport options. With a bike skills park under development at Ashburton Domain through efforts of Ashburton District Council, Safer Mid Canterbury and local service clubs, such initiatives seem timely. Ashburton District Council's Operative District Plan (2022) highlighted sustainability as a consideration for long-term planning around public transport, and also highlighted the importance of efficient pedestrian links and cycleways as a key component in addressing transport needs.
- **Traffic volumes and congestion** - A key reason why many older adults in Ashburton do not / prefer not to drive into the town centre is that the main roads carry high traffic volumes, and some intersections are perceived as complex to navigate. Frustration with levels of congestion on SH1 through town is clearly high, and many people want to see a second bridge and/or a

bypass through the town: some of the survey respondents were keen for this to be Ashburton District Council's priority ahead of public transport.

Addressing traffic volumes and congestion through the town was seen to indirectly address transport need for some sectors of the population. Reduced traffic volumes would make the town more appealing / safer for cyclists and would be easier for older drivers who are nervous / have lost confidence at the wheel or are suffering reduced mobility. Others want to see rates spent on improving the condition of roads and footpaths. Again, such improvements are likely to make the town more walkable and bikeable, addressing transport barriers for some, though road works in themselves also seem to be a source of considerable frustration for some members of the community.

Note to readers

The researcher acknowledges the assistance provided by all those individuals who gave up their time to be interviewed, or provided information as part of the present research.

While due care was taken throughout the research process, the author accepts no liability for errors or incorrect statements in the report arising from information supplied to the author during the research process. It should be noted that the researchers are social scientists: content relating to detailed transport planning is based on what has been reported to the researcher, and requires the consideration of transport planners.

Table of contents

1.	Background	8
2.	Research questions	10
3.	Method	11
4.	Context	13
4.1	Population	13
4.2	Total Mobility Service: Ashburton	14
4.3	Existing transport options in place in Ashburton	16
4.4	My Way Timaru	17
5.	Qualitative findings regarding public transport needs and options in Ashburton township	20
5.1	Perspectives of community stakeholders	20
5.1.1	Interview findings for community providers	20
5.1.2	Interview findings for Ashburton District Council and Environment Canterbury representatives	29
5.1.3	Interview findings for transport providers	32
5.1.4	Community stakeholder workshop	33
5.2	Survey findings	40
5.2.1	The respondent group	40
5.2.2	Transport challenges	43
5.2.3	Potential usage of different types of public transport	47
5.2.4	What difference would public transport make to people's lives?	52
5.2.5	Expected cost for different types of public transport	53
5.2.6	Trip start and end points	53
5.2.7	Other feedback	55
6.	Discussion	57
	References	62
	Appendix A	64

1. Background

While no specifics are identified, public transport for Ashburton is mentioned in the Environment Canterbury's Draft Regional Land Transport Plan (RLTP) 24-34, which is due for public consultation in January 2024. Lack of public transport serving residents within the town boundaries of Ashburton, along with lack of choice in transport options for people who do not drive, for young people and for Total Mobility users has repeatedly emerged as a gap in community needs-focused research conducted for/by Safer Mid Canterbury.

Canterbury Regional Council staff are currently working on a review of the Regional Public Transport Plan (RPTP) which follows on after the RLTP. This may provide an opportunity for further discussion on better understanding the transport needs of the Ashburton community. The Canterbury Regional Council Long-Term plan is currently also in development and due for Councillor review soon, with public consultation expected mid-2024.

At the 27 November 2023 Canterbury Regional Transport Committee, Mayor Neil Brown agreed to be on the hearing Committee and involved in the development of the 'rest of region' section in the RPTP, and accordingly ECAN advised that staff will reach out to Ashburton Council Transport staff in early 2024 requesting early feedback on this section.

The Regional Public Transport Plan is expected to go out for public consultation mid-late 2024, at which time the Ashburton public will have a further opportunity to submit on the matter. Ashburton District Council and Safer Mid Canterbury wish to enter this process well-informed regarding the public transport needs in the town Ashburton, with a solid evidence base around:

- what transport options are best likely to meet local need - options could include privately or in (collaboration with ADC) run cars, vans or buses, organised for specific large community events, provision of Community Vehicle Trust services for specific groups and uses, council community vehicles being used for multiple trips and causes (such as a van doing a school run in the morning, a shoppers' run to key shopping centres, and taking people to and from licensed premises in the evening), and community E-bikes and/or Scooters for last mile trips or shorter trips around the city centre;
- level of demand - potential numbers of users, and the needs and desires of the community – what trips they make that could be done using alternative modes; and
- how much they are willing to contribute to the operation of any public funded services.

Impacts on existing service providers, particularly the local taxi service, also need to be factored in.

Ashburton District Council, working in collaboration with Safer Mid Canterbury sought to commission community research with the public and with local community groups concerning a possible public transport service for Ashburton Township. The purpose of the research was to evidence and understand public transport need, gauge public demand and potentially inform development of a pilot transport service for the town.

Depending on findings, these may be used to support funding allocation in Ashburton District Council's LTP for a trial service and to provide the beginnings of a Business Case to ECAN and Waka Kotahi to rate for a public transport service for the Township further downstream.

This research was undertaken by Sarah Wylie, sub-contracting components of the data gathering and qualitative analysis to Sharon Gardner. Sarah Wylie MA (hons) - psych. has considerable prior experience in undertaking social and community research in Ashburton District, and brings with her a background in transport. Sharon Gardner (MA Clinical Psychology) is an experienced researcher having worked in academic and community research on a wide range of topics, both qualitative and quantitative. The research was conducted from late January – March 2024.

2. Research questions

The research sought to address the following questions:

1. What is the likely level of demand - as far as can be determined, how many potential users live in Ashburton township? (young people 10-14 years, 15-16 years, people with known disabilities (vision, mobility, significant cognitive disability etc.) which impact on their ability to drive, current Total Mobility scheme members, other older adults who do not drive, adults including refugee and migrants who do not have a licence or access to a vehicle).
2. What are the needs and desires of the community?
 - What trips do members of the target populations and other hope to be able to make that are currently difficult for them (in terms of existing transport options – walking, private scooter or cycle, private motor vehicle, existing taxi service)?
 - When (time of day, day of week) / how often?
 - How much they are willing to contribute to the operation of any public funded services?
3. What transport options are best likely to meet local need?
4. What potential impacts might there be for existing service providers, and particularly the local taxi service? How can negative impacts be mitigated?

3. Method

A mixed methods approach was employed in the research, utilising both qualitative and quantitative data gathering techniques and triangulating findings from a range of sources to yield robust findings that span the full scope of the project. The following components of the research were delivered:

Literature Review

Rapid review of relevant prior research / documentation regarding public transport needs within Ashburton township.

Quantitative data analysis

- Data was sought from ECAN regarding Total Mobility scheme membership in Ashburton.
- 2018 Census data and more recent projection data was utilised to evidence as far as is possible the youth and older adult populations within the town.

Interviews with Key Informants

Telephone interviews were conducted with 18 key informants identified in collaboration with Safer Mid Canterbury, Ashburton District Council and Environment Canterbury, with strong engagement and knowledge of Ashburton township's disabled communities, older adult residents, rangatahi and refugee and migrant population, and/or significant insights into transport provision, needs and options for Ashburton.

Interviews sought the views of stakeholders on transport needs in Ashburton District, solutions and shortcomings of the current transport options, specific locations within the township that required connecting, what cost service users were willing to incur, what a trial of public transport would look like and if it would impact the existing taxi service.

Interviews were conducted in February-March 2024 and ranged between 25 – 50 minutes averaging about 35 minutes.

The following key stakeholders were interviewed:

- *Community Providers*

Key representatives from 15 community provider organisations were contacted for interviews and of these, 10 were interviewed, representing:

- CCS Disability Action
- Age Concern Ashburton
- Grey Power
- Presbyterian Support
- Comcare Trust
- Rural Support
- ADC Youth Coach
- Salvation Army (Driving Programme)
- Citizens Advice Bureau

- Safer Mid Canterbury Refugee and Migrant Driver Scheme
- *Ashburton District Council and Environment Canterbury Regional Council Kaunihera Taiao ki Waitaha ('ECAN')*

Phone interviews were conducted with 5 key Ashburton District Council and ECAN representatives in February. Those consulted via phone interview were:

- Neil McCann (Infrastructure and Open Spaces Group Manager, ADC)
- Mark Chamberlain (Roading Manager, ADC)
- Len Fleet (Senior Strategic Advisor, ECAN)
- Tiara Thorby (Strategic Advisor – Air Quality, Transport and Urban Development, ECAN)
- Bianca Kathan (Community Transport Advisor ECAN)

(Councillor Ian MacKenzie presented his views via email)

- *Transport Providers*

Phone interviews were conducted with Andrew Beckley from Beckley Coachlines, Mark Cook from Pearsons Coachlines and Terry Darvill from Ritchies Transport. Representatives from Ashburton taxi service attended the workshop.

Workshop

As an alternative to interview and to widen the reach of participation, a workshop was held on 21 February 2024 at Hakatere Marae, attended by 23 people, representing Safer Mid Canterbury, Ashburton Community Alcohol and Drug Service, Ashburton Hospital, Age Concern / Senior Citizens Ashburton, Grey Power, Ashburton Taxis, YMCA, Hakatere Marae, Ashburton Multicultural Council, Environment Canterbury, Sport Canterbury and Tangata Atumotu Trust. It followed a conversation café format and ran for 90 minutes.

Survey

A survey was developed in Survey Monkey for promotion via link and QR code. With Council and Safer Mid Canterbury assistance, this was also made available in hard copy at Ashburton Library and Ashburton District Council's main service counter, at Senior Citizens and Age Concern, at Ashburton Community House reception and at Safer Mid Canterbury (with collection boxes at each distribution point). The survey was widely promoted through flyers / posters at a range of locations around the town, and via Council' social media and community social media pages. The survey was also promoted via a Council article in The Ashburton Guardian. Base and YMCA, along with Ashburton College were directly encouraged to promote the survey. The survey ran from late January to early March 2024. All completed hard copy survey forms were data-entered into Survey Monkey and analysed together with electronic responses. In total, 450 responses were received and analysed.

4. Context

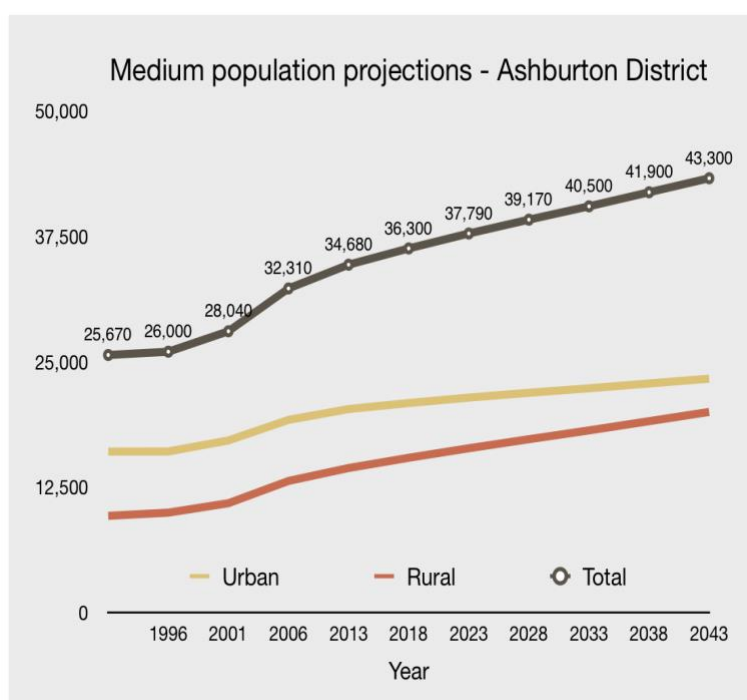
4.1 Population

With 2022 Census data not due for release for some months, the following demographic data has been drawn from the research conducted by the author for Safer Mid Canterbury and Ashburton District's Caring for Communities Welfare Recovery Group in 2020 (Wylie, 2020). Just under three-fifths (57.7%) of Ashburton district's population resides in urban Ashburton (19,236 in 2018) and just over two-fifths (42.3%) live in rural Ashburton District: Winchmore-Wakanui, Chertsey, Ealing-Lowcliffe (Hinds) Cairnbrae (Methven), Ashburton Forks (Mt Somers and Mayfield), Rakaia, Ashburton Lakes, and Eiffelton (the latter taking in Lake Hood).

The 2018 population of Ashburton District, 33,333, was up 3.2% on the 2013 Census population, 32,300, an increased lower than had been projected.

Ashburton district's population is predicted to experience steady growth for the next 30 years, although the rate of growth was expected to slow.

Over the coming decades, strongest population growth is predicted to occur in rural areas of the district, and especially Ealing-Lowcliffe (which takes in Hinds), Chertsey, and Ashburton Forks (Mt Somers and Mayfield). Growth is predicted to be slower for urban areas of the district, including Ashburton town.



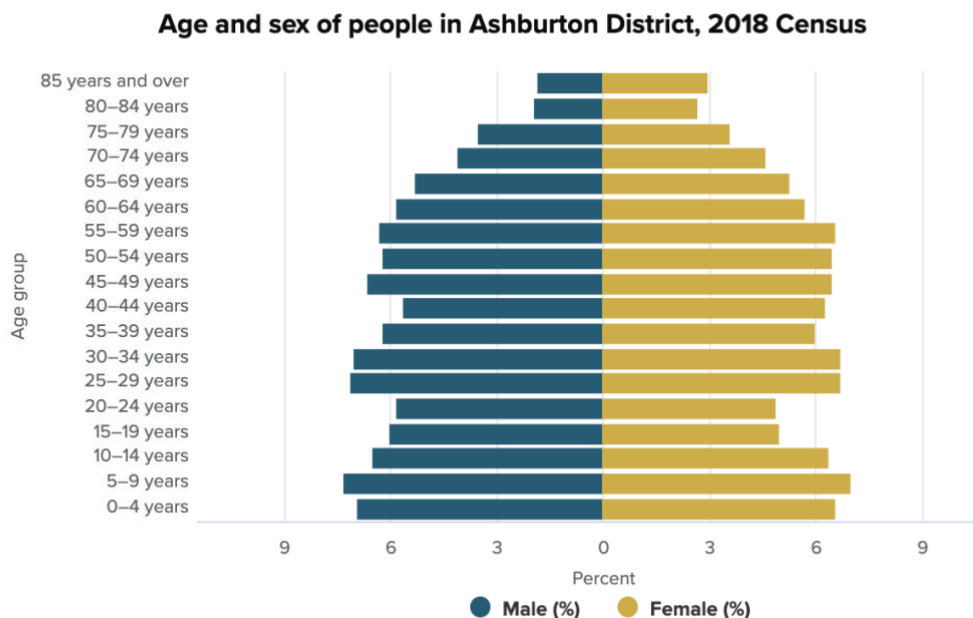
Statistics New Zealand sub-national population projections (2017)

The composition of Ashburton District's population is changing, and demographics are expected to continue to change in the future. Like the rest of New Zealand, the district's population is ageing. The median age in Ashburton District as at 2018 was 39.1 years old, slightly younger than the 2013 median age of 39.8 but older than the median age for New Zealand as a whole, 37.4 years. 17.9% of people in Ashburton District were aged 65 years and over, compared with 15.2% of the total New Zealand population. 20.4% of people were aged less than 15 years in Ashburton District, compared with 19.6% for all of New Zealand (Statistics New Zealand, 2020).

The district's population in 2018 was predominantly European (83.8%), while Māori comprised 8.2% of the 2018 population, up from 7.3% in 2013, 7.4% of the district's 2018 population were Asian (up

from 3.9% in 2013), 5.1% of the district’s usual residents were Pacific people (3.4% in 2013) and 1.3% Middle Eastern / Latin American / African (MELAA).

18.8% of people in Ashburton District were born overseas, compared with 27.1 % for New Zealand as a whole, and 15.3% in 2013.



4.2 Total Mobility Service: Ashburton

The Total Mobility service is provided by ECAN for people with long-term impairments and disabilities who cannot use public transport services easily. Eligible users can use the Total Mobility operators to access door-to-door transport at a heavily subsidised rate to meet their everyday needs and engage in community. The scheme takes 75% off the fee of a door-to-door taxi trip up to a maximum of \$52.5 per trip. Ashburton Taxis are the sole Total Mobility provider for the district. In the 2022/23 financial year there were 641 Total Mobility card holders registered in Ashburton. Data obtained from the *ECAN Canterbury Regional Transport Committee Agenda 2023* shows an increased trend in Total Mobility service usage over five years. The table below indicates the most recent numbers from Ashburton District for the financial year 2022/2023.

Total Mobility Service Usage Ashburton 2022/2023	
Number of Trips	13,183
Number of Passengers	16,380
Number of Wheelchairs	1253

ECAN’s Total Mobility Research Report 2021 is based on survey data that was conducted with Total Mobility users (n=381) in Greater Christchurch, Ashburton, Timaru, Waimate, and Geraldine. 11% of the Total Mobility users interviewed were from Ashburton and registered in organisations like Age Concern, CCS Disability, Ashburton Senior Citizens, Blind Foundation Ashburton, and others. Wherever possible, detailed findings from Ashburton are mentioned, however the report does not identify a

specific breakdown from Ashburton in every section. Some key results from the 2022 report are also included. The results from overall findings are indicative of the views of people from Ashburton.

Key findings from this report:

- 96% of all the participants (n=381) were satisfied or very satisfied with the Total Mobility service as reflected in the 2018 and 2020 survey findings for this region. 93% of the Ashburton survey (n=43) respondents were 'satisfied' or 'very satisfied' with the service in 2021. Survey results from Ashburton saw a 4% drop in the satisfaction rates from 2020 to 2021, but the most recent 2022 report found an increase in satisfaction (97%). (Figure 2 in 2022 Report)
- Some of the main reasons for satisfaction of the service in the 2021 report (n=381) was it was a good service (18%) which had good drivers (17%) and price (14%). The service was invaluable and necessary for 13% of the sample and they didn't have any problems or issues with it. 9% of the sample thought the service was punctual and had good, friendly staff. (Table 6 in 2021 Report)
- The most common use for Total Mobility service in 2021 was to visit hospitals or doctors (40%) and the next-most common reason was shopping (38%) and social trips (10%). (Table 2 in 2021 Report)
- Total Mobility continues to score highly in terms of the frequency of certain service attributes. In 2021, over 93% of the users felt that the service was available 'always' or 'most of the time' and had the right equipment needed to help them get in and out of the vehicle. 94% felt that the service 'always' or 'usually' kept to promised arrival and departure times. There were no significant differences between the different operators in Greater Christchurch, Ashburton, and South Canterbury. (Figure 5 in 2021 report)
- 98% of the users (n=381) felt safe in the vehicles and 97% were happy with the quality and comfort of the vehicle in 2021. 94% of the sample thought there was 'good' to 'very good' value for money for the service. (Figure 6 in 2021 report)
- A high proportion of service users (43%) were content with the existing service and did not want to make any changes to the service.
- Most clients (95%) book for the service using the phone and almost two thirds of the population were not interested in booking or paying for the service using digital methods like a mobile app or online.
- In 2021 and 2022 around a quarter of the customers were interested in ride sharing if it meant a 40% to 75% discounted rate with interest increasing as the discounted rate becomes higher. However, the 2022 results saw more than half (66%) of the respondents saying they were not interested in ride sharing even if it meant a cheaper rate.

Prior to the change of government, a review of Total Mobility was commissioned by the Ministry of Transport at national level: this work was underway at the time the present research was conducted.

4.3 Existing transport options in place in Ashburton

The following transport options are currently available in Ashburton, additional to personal transport options such as private / business motor vehicle, cycle, scooter, mobility scooter, walking etc.:

1. **The Mid Canterbury School Transport Service** coordinates daily school bus operations for enrolled students from 16 schools in Mid Canterbury. Pearsons Coachlines is owned by Ritchies and has been contracted to the school bus runs from the wider Ashburton area to the township. It undertakes 28 school runs in the week and carries out local charters/ trips to Christchurch between school hours. There is no fee for the service for students who are eligible. Eligibility is based on Transport Eligibility Zone (TEZ) guidelines that are set by the Ministry of Education. For the district of Ashburton, it is students in Year 9 and above who live more than 4.8 km and students' year 1-8 who live more than 3.2 km from their nearest school. A bus fee of \$320-400 per year applies to those who are not eligible, subject to capacity.

2. **Mid Canterbury Connector:** Currently there is one vehicle in Ashburton that runs return trips from Mt Somers, Methven, Rakaia, Wakanui, Chertsey, Fairton and Hinds into the Ashburton township. The service is run by volunteers of the Mid Canterbury Community Vehicle Trust. Bookings need to be done by phone the day before intended travel. This is an on-demand service which has become very popular and runs Monday to Friday from 9 am to 4 30 pm.



There are delegated drop off points in the township – Ashburton Hospital, Ashburton District Council/ Library, EA Networks and the WINZ/Community House. The driver is paid a set price between \$5-20 in cash depending on the distance to be travelled, with a higher price for further distances. The service has around 25 passengers a month, which is low as it does not service inbound areas of Ashburton. (ECAN Data

2023) The service attempted to operate within Ashburton but reportedly met with resistance from a local transport operator.

3. **Health Shuttle:** A shuttle service is available in Ashburton to provide transport to health-related appointments in Christchurch. This service is donation (koha) based and operated by St John Health Shuttles. It is run by volunteers and transports people to health and wellbeing related appointments in Christchurch and then brings them back again. The service operates Monday to Friday and has designated pick up points in Ashburton and Rakaia. It departs around 9am and returns at around 4pm.
4. **Beckley's Coachlines** provides domestic travel for those in the 50 years plus age group including day trips, short stays, and long trips. They operate more as a travel company more than a bus company and function on a caring model of looking after their clients. They run charter jobs, travel and tourism and other local trips. They have operated for more than 30 years in Ashburton District.

5. Courtesy Cars

- a. Age Concern offers a courtesy driving for elderly on a case-by-case basis. The client must pre-book the service and in most cases must provide their own car for the service to be viable.
- b. Elizabeth Street Day Centre/ Presbyterian Support offer a courtesy car for people attending their programmes.
- c. Ashburton RSA has a courtesy van for members running Thursday, Friday, and Saturday nights.
- d. Hakatere Marae provides a courtesy van that must be pre-booked.

6. **Cycling/Walking-** The Ashburton District Council’s Walking and Cycling Strategy 2020 reports on an online survey for walking and cycling in the Ashburton District that was conducted in 2019. The survey asked respondents what purposes they walked or cycled. The table below is an indicator of the percentage of the respondent group (n=164) who walked or cycled to work/school.

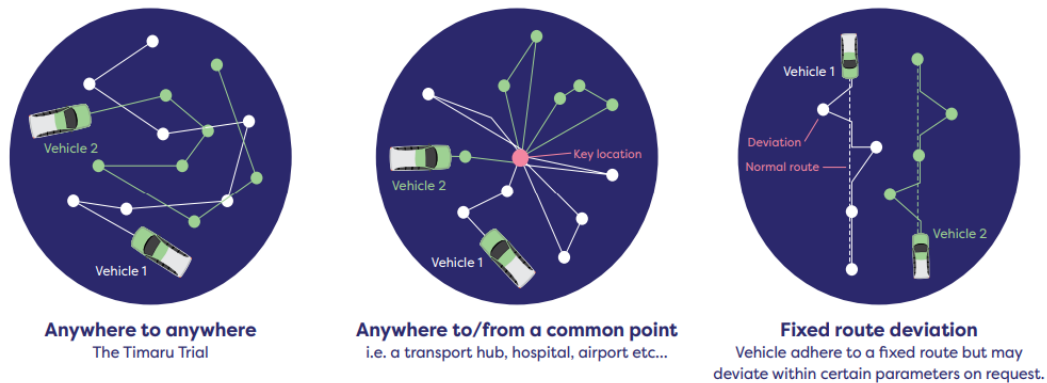
Reasons for Cycling	Reasons for Walking
9% travelled to and from school (including as parents)	14% walked to and from school (including as parents)
4.5% travelled to and from work	7% walked to and from work

4.4 My Way Timaru

Timaru District Council and ECAN ran a 12-month trial of a ride sharing, on demand public transport system in 2020 when they received feedback from the residents that the existing scheduled, fixed route bus service was not meeting their needs. The proposed transport system was very different to the existing traditional bus service and used a software VIA to connect people to available transport. Trials of this technology-based system have been successful in Australia (eg. [Queensland On-Demand Transport](#)).

Mid-sized buses and cars replaced traditional public transport to ensure a flexible system. A Central Dispatcher (either software or a real person) receives a booking and then maps out journey options that are available based on the client’s location and destination. The average pick-up time during the trial was less than 15 minutes. There were 1,649 virtual bus stops and an average walking distance of 50m to the nearest bus stop. Bookings and payment can be done via a smartphone or the call centre. The price per trip was \$2.50 for an adult, \$1.50 for a child and \$5 for late night and driveway to driveway service. There were 3 Super Low floor 12-seat vehicles and 4 11-seat minivans that operated the on-demand service in Timaru in 2021.

There are three most common operating modes which are depicted in the graphic below. (Graphic obtained from Timaru My Way Summary Report 2021)



These modes can be varied or mixed based on the needs and outcomes of transport desired. Some modes are more viable during peak times, whilst others can be used at off-peak times. For example, the 'fixed route deviation mode' is more effective at peak times than the 'anywhere to anywhere mode'.

The review of My Way in Timaru highlighted the following key points to consider for future applications:

- **Behaviour change and community engagement:** The project team worked extensively with community groups during a pilot from February to April 2020. Engagement took the form of Pop-Up Shops, talks with agencies/ community groups, community events, free/reduced fares at implementation and drop-in sessions at key locations. This helped people engage and enabled behaviour change as it was very different to traditional public transport. It also helped prevent public negativity and misinformation around the service and generated interest from existing and new users. The community engagement activities started in 2018 but carried on until 2021 to help people who were unsure of the service.
 - 'Booking on behalf': was a system used to engage community when a customer could drop into identified business or public facilities and ask staff to book a ride on their behalf by calling the My Way call centre.
 - 'Rider Assistance': tools were designed to help people navigate a new system - App download instructions, videos, and leaflets with key service information were distributed widely in the community.

It is important to understand, respond to, and design the service to solve the specific transport issue of the community. On demand services could be the primary or feeder service, depending on the needs of the community. Community engagement and behaviour change are important in the success of the service.

- **Cost:** My Way cost approximately \$1.8 million in 2021 and was subsidised heavily by grants from Waka Kotahi and by rate payers (1.5 million dollars) with the remaining \$300,000 coming from fare revenue. 88% of the costs of running the service were in paying operators, 8% in paying the call centres and only 4% in the technology. On-demand services that are flexible

and accessible come at a price which is more expensive than traditional fixed route services that have a set hour and kms. It is important to consider an adequate fare structure when planning for this kind of service.

- **Accessibility:** My Way Timaru is accessible in any part of Timaru with 1,649 virtual bus stops and an average walking distance of 50m to the nearest pick-up point. The on-demand system is flexible with no fixed route and responds in real time to passenger demand operating a corner-to-corner service across the majority of Timaru. Three of the vehicles are wheelchair accessible and assigned to customers based on their profiles. The driveway-to-driveway service made the service accessible for Total Mobility passengers. A third of the customers book for the service using the call centre whilst the rest use the mobile app. While the app can be an obstacle to accessibility, the project team found engaging and assisting people with technology was very helpful. Some groups of individuals require more assistance to engage with the service. It is important to be aware of these groups in designing the service. Results from the Timaru trial show that concerted effort around technology engagement was associated with subsequent use.
- **Environmental impact:** There was a proposed mode shift as most customers utilising My Way (57%) were employed and the proportion of car owners who never used public transport was slowly declining. Car owners were also giving public transport a try fortnightly or at least once a month. The Timaru trial also considered environmental impacts of having fewer empty vehicles in 'off peak' times.
- **Patronage:** Weekly patronage grew substantially from between 500-100 passengers at the start of the pilot in March 2020 to over 2500 passengers per week in April 2021. Nearly two thirds of the customers were employed and a third were in the 60 plus age group. On-demand services cannot replace school bus services as they are constrained by size of the vehicle. It is more appropriate that the Ministry of Education run these services.
- **Collaboration:** The authors of the My Way review noted that collaborative work between transport operators, transport vendors and local authorities will lead to a more successful solution.

5. Qualitative findings regarding public transport needs and options in Ashburton township

5.1 Perspectives of community stakeholders

5.1.1 Interview findings for community providers

Transport needs and gaps

Interview participants were asked about the transport needs of the clients that visited their services within the township of Ashburton. They were asked what transport solutions they currently had, how well this was working for them or if there were any shortcomings and issues in their current transport solutions.

Needs highlighted for different groups within the population were as follows:

Young people:

Interviewees identified that the greatest transport needs of young people between 16-25 years were in their connections to and from work and study in the township. Currently the Mid Canterbury School Transport Service offers bus rides to and from schools in the area. Students who are not eligible for this service must rely on family and friends for transport.

Cost was another significant barrier in young people having their own transport. Community providers recognised that not only was it harder for those who were in the lower socioeconomic bracket to afford a vehicle but also the associated costs with owning a vehicle – car registration, car insurance etc made it harder for young people to access transport. One interviewee said, “*Owning a vehicle is a luxury for some*”. Another interviewee stated that even a basic bike was around \$500 and unaffordable for some young people. There was a big gap in public transport for young people who found taxi services to be very expensive for them.

Driver’s Licensing and the process of obtaining a licence also presented some issues for this age group. One informant stated that potentially most young people on their learner’s licence have the greatest transport needs, while another person working with young people said that obtaining a driver’s licence was a 2-year process and was inhibiting some young people who were keen to work but had no way to get to work. Interviewees were also aware of some young people who get their learner licence and then do not bother to get their full/restricted licence or go to a defensive driving course as they are not motivated or engaged.

Safety was one of the issues and shortcomings of young people’s current transport solutions. One interviewee stated that it wasn’t safe or legal for unlicensed/learner licensed young people to travel in a group in a car - which is what some resorted to.

Organisations like Presbyterian Support have offered fuel vouchers and volunteer rides based on need, but transport is not the main service they offer and is given on a case-by-case basis only, to those young people who need to access their services. They recognise that there is a growing need for

young parents who required public transport to try to get ahead, especially in the winter months when bills added up. They also recognise that transport was a big barrier to engaging with services like seeing a youth coach or connecting with budgeting/parenting advisors.

Young people required transport to get to work and some were at a risk of becoming unemployed as they struggled to find transportation solutions from friends and family. Some of them opted to walk or to bike.

If public transport options were available, then community providers predicted that young people would use these options anywhere between 3-5 times a week. It was also suspected to be more affordable than owning a car or purchasing a bike, and something that parents would be able to pay for.

Interviewees highlighted the need for transport to Timaru and Christchurch as well as other rural areas.

People with disabilities / mental health issues:

Transport needs for this group were identified as quite specific to their disability. The CCS Disability Service informant stated that there were many who they worked with who had Total Mobility cards, and taxis were their main transport system. Cost of the taxi rides was an issue for some as there were many additional costs of living for people with disabilities. Another challenge highlighted was the limit to the size of wheelchair that the taxis could carry.

Some of the disabled clients owned their own wheelchairs, mobility scooters and vans that were wheelchair accessible. This was a cost that they met individually. CCS Disability Action sometimes organised transport/ service delivery of support workers in the community when needed. A transport need for this cohort is another wheelchair accessible vehicle providing the Total Mobility service with a properly trained driver who knew the legal requirements for anchoring a wheelchair, was a competent and experienced driver and who worked with people with disabilities. The CCS informant said that some of his clients would use public transport if it was made available.

Service providers for individuals with mental health or alcohol and other drugs (AOD) issues said clients were reliant on health services to transport them to and around the township. There were currently no other options for them, and many qualified health workers were acting as taxis for trips to Ministry of Social Development, shopping centres and to health appointments. Service providers stated that people were struggling: many were on the benefit and others were struggling with motivation. Cost of the taxi service was significant for this population, and they were relying on health services for transport. Service providers highlighted that this system was not sustainable for them and that it was not their role to transport clients. Sharing their frustration at the unsustainability of their service providing transport to clients, one service provider commented *"This is ongoing, and it takes up health service time, but people really need it!"*

Lack of transport was another reason why people felt isolated, which in turn exacerbated their mental health issues like anxiety and depression. A grocery delivery service and a medication delivery service would really help people this cohort. If a public transport was made available, then individuals in this

group would use it at least twice a week. Mental Health and AOD service providers stated that health appointments would be more accessible to them, and they could schedule visits around a timetabled transport service.

Older people:

Interviewees identified the needs of some in this group who had lost their licences and were unable to access amenities and services in the town. There were various reasons for elderly being unable to drive: because of declining age, cognitive issues like dementia or other physical/mobility issues.

Some also identified that this group of people had specific transport needs of being picked up and dropped off at their door. Those in this group who had access to a Total Mobility card found the existing taxi services meeting their need of door-to-door service. Feedback from the community organisations regarding Ashburton taxis was largely positive: they were seen to be doing a very good job and the best solution for those who qualified for a Total Mobility card. However short trips with a taxi, for example from Tinwald to the town centre proved to be expensive for those who did not qualify for a Total Mobility Card.

Interviewees also identified gaps in transport solutions for this age group. Age Concern offers a courtesy driving service where the client must prebook the service and in most cases must provide their own car for the service to be viable. This service was not used very often as providing their own car often proved to be a barrier. Some other services like Presbyterian Support also offer a minivan for elderly to and from their day programmes, however these rides are specific to the programmes run by the organisation and not for supermarket runs or doctors' appointments which have been identified as important. Organisations stated that transport was not the main service they offered and often it proved to be challenging to run the service, as there was a shortage of volunteers or vehicles. Others were reliant on rides from family and friends to get around the township. However, it was noted that some in this age group chose to retire in Ashburton and often have family who live far away from them, making it difficult to call for help.

Interviewees also stated that there were some who owned mobility scooters and others who walked to town. The cost of mobility scooters ranges from \$2500 for a second-hand scooter to around \$10,000 for a brand-new mobility scooter. Cost is a significant factor in this population's access to owning their own mobility vehicle. Walking into town could be an issue when it was raining or in the colder winter months.

Another barrier which has been consistently presented in past Annual Residents Surveys of Ashburton are the quality of the footpaths and roads for walking – including using mobility vehicles. In the most recent annual survey, 61% of respondents believed that Ashburton District Council should allocate more funds towards safer roads, bridges, footpaths, culverts and cycleways. 18% of respondents were dissatisfied with Council staff because of roading / footpaths (Ashburton District Council Annual Residents Survey 2022-23).

Community providers were unsure of how often people in this age group would access public transport if options were made available, as the local taxi service was helping many of them around 1-2 times per week currently: they couldn't see a change in behaviour towards public transport unless

the service picked them up at the door. Bus services in the past that had been set up in Ashburton were not utilised well by this cohort. However, interviewees also recognised that people were often isolated and didn't go out much because they didn't have options for transportation. If public transport options were available, they believed that this cohort would likely use the service once or twice a week however they would require some additional support being dropped to the door and helping them get in and out with their shopping bags/walking aids etc.



Refugee and migrants:

Individuals from all age groups in this cohort were identified as having transport needs to get to school, work, to shopping centres and medical appointments. Those who did not drive were dependent on being picked up by volunteers or service providers. However, as with other service client groups, this was identified as not a sustainable and flexible system as it depended on volunteers to agree and be available. There are 21 refugee families who are in Ashburton – a total of around 80 individuals who access help and services from Safer Mid Canterbury as well as from other providers.

Connection with other refugee and immigrant families was very important for this group. The relevant interviewee identified the important need for them to connect with other refugee families in different parts of Ashburton, in order to settle in better and preserve their language and culture. Many of the social events that refugees and migrants needed to get to happened in the evenings outside volunteer driver hours. Getting around Ashburton, and especially from Netherby to Tinwald to visit other families was a long walk for many. Safer Mid Canterbury offers bicycles to refugees which are donated from the community. The interviewee stated that it was hard for many who have never rode a bike to get used to this mode of transport as they transition into life in Ashburton. Accessible bike skill training is lacking locally. For many refugees, walking was the only option available to get around town.

The Rural Driver Licensing Scheme for Refugee and Migrants often takes anywhere from 6 months to two years to obtain a driver's licence. For many, language was a significant barrier as English was their second language, making the process longer for them to be able to learn how to drive. There are

migrants from different parts of the world – Asia, Pacific Islands, South America – some of them knew how to drive but needed to familiarise themselves to New Zealand driving conditions and laws. The Safer Mid Canterbury Volunteer Coordinator for Migrants indicated that they often got calls from migrants saying they needed to learn to drive as they couldn't go to work, drop their children to school or go see a doctor. Some husbands were working night shifts and having to drop their wives off to work in the morning and then pick them after work - if women could access public transport to get to work, it would improve the quality of the family's life.

Public transport was expected to help this cohort significantly and they were expected to use it regularly. They did not use the taxi service as it was too expensive and priced out of their reach.

Important locations identified

Interview participants were asked about where in the town the people they worked with who had greatest transport needs within the township lived. They were also asked where people most wanted assistance to get to. Findings for different target populations were as follows:

Young people:

Ashburton's youth population is widespread, with those requiring more services often residing on the outskirts of town. Hampstead, Allenton and Tinwald were some areas where a slightly larger concentration of people who had transport needs were identified as residing. Some of the places that young people were identified as requiring assistance to get to included supermarkets, banking, shopping including Warehouse and Kmart, library, gyms, and the community pools. They are also more likely to shop at supermarkets in town as smaller suburban shops were more expensive.

Most of the services that were identified as important for young people to access such as Work and Income, the Food Bank, and Council offices are all in the main town centre of Ashburton. Healthcare services that provide free healthcare to young people like Hype Youth Health Centre / Hype Sexual Health Centre, along with Base Youth Centre and the youth services contracted to Presbyterian Support and other social service agencies are also all located in the main township.

People with disabilities/ mental and physical health issues:

Allenton, Tinwald and rural areas like Chertsey, Hinds were some of the locations identified for this cohort. There is no pharmacy in Tinwald, so people have to come into the town to access a chemist. Fairton has no local shopping centre and was another area identified by interviewees as having transport needs for those with disabilities etc. People required easy access to doctors and groceries to be able to live well in a community and many have no options of transport to get them to these places. Getting to the hospital laboratories and medical centres that are not in their area of residence were other important transport destinations identified. Medical centres are often full, forcing people to register in other locations far away from their area of residence. Some also visit doctors with particular strengths / interests and have to travel for this. For example, GP's with strong skills around mental health issues are located at Three Rivers.

Those facing higher levels of socioeconomic deprivation were identified as commonly living in rural areas because of cheaper rent and have to travel into the town to shop. Interviewees identified that some of these people shop at the local petrol station as they have no transportation into town, and

this was costing them “a fortune”. Others shop “all over town” at locations like K Mart, Countdown (now Woolworths), and access the new library. Public transport was identified as potentially helping this group connect with services and businesses, gyms across the town and allow them the opportunity to take different choices with their lives, for example, volunteering at organisations which in turn would improve their sense of wellbeing. Interviewees said some clients have no access to the internet at home, and a public transport service to the library could help them stay connected and access internet there.

Older people:

Interviewees also identified the older adult population as relatively spread-out across the district. Some people in Tinwald, Allenton and even rural areas in the district like Fairton are reportedly having trouble with transport. The most common places that people needed assistance getting to are supermarkets, health appointments, socialising (eg. RSA club) and other administrative tasks in the township like accessing banks and the library. As with people with disabilities and health issues, it was identified as common for older people to be enrolled in medical centres that are not in their own areas of Ashburton. Interviewees identified that some who live within the township are enrolled in medical centres in rural areas and vice-versa. This occurred as older people often moved out into smaller houses but remain registered to their primary care. It was also common for this cohort to shop in suburban shopping areas outside their neighbourhood of residence. Some older people shop at the nearest suburban shopping area as it is convenient for them, but would use public transport to access bigger supermarkets if this was made available to them.

Refugees and migrants:

Refugees and migrants live all around the township. They require transport to get their children to and from school, to be able to get to work, to get to health appointments and access the town centre to shop or visit the library. Netherby, Hampstead, Tinwald and Fairton were some locations that were highlighted via interview. Many were enrolled in medical practices that are not in their area of residence, as their practices were often full and there was no guarantee that they would be enrolled there. They also preferred to shop at the bigger supermarkets in town as they found smaller shops expensive. Some would go to the fruit and veggie shop in Tinwald. They would require transport even to get around the main town area, for example, from the shops to the library. Whilst many need to come into the main town area, others also require transport to go visit friends in locations throughout the town. They would benefit from public transport that stops at different suburbs, for example, visiting friends Allenton to Netherby.

The following tables summarise feedback from community provider interviewees regarding most popular pick-up and destination places and expected type of destination for trips via public transport for key users groups:

Key locations / areas identified in interviews for public transport connection (in no order of importance)

Within the township	Rural areas
Town Centre	Fairton
Tinwald	Chertsey
Netherby	Hinds
Hampstead, Allenton	

Key locations / places identified in interviews that different groups require transport connection to (in no order of importance)

Locations	Young People	People with Disabilities/ Mental Health Issues	Older People	Refugees and Migrants
Work/School	√			√
Health appointments	√ HYPE/ BASE Youth Centres, Hospital	√ Hospital Laboratories/ Medical centres/ Pharmacy	√ Medical Centres, Ashburton Hospital	√ Medical Centres
Supermarkets in the township and other shops (Warehouse/ K Mart)	√	√	√	√
Library/ Council Offices	√	√	√	√
Socialising – meeting friends at cafes/ restaurants/ walk or browse in town	√	√	√ (RSA, clubs, cafes)	√ Suburban stops (visiting friends in different suburbs)
Gyms/ Community Pool	√	√		√ (Wkd Sports)
MSD/ Social Services/ Support Services	√	√		√

Viable Solutions (Cost for the User and Impact on Current Providers)

Those interviewed were asked what they thought a most viable and useful solution would look like for the groups and individuals that they worked with. They were also asked about the costs they thought that the user would be able to afford and what a trial of public transportation in Ashburton should look like. Responses gathered via interview are summarised as follows:

Young people: One interviewee stated that e-bikes and e scooters would be a good option for young people. They were regular and reliable and could be used in the outskirts as well – areas that a bus would not get to. Most young people are digitally fluent and would be able to easily access this mode of transport via their phones to book a vehicle and to pay for it. Two other interviewees did not think that e-bikes or e-scooters were a viable option as safety was an issue, their usage was seen as weather-dependent and it was expected to serve only those who were more financially well-off. For them, e-bikes were limited in what they could offer, and they believed that schools might not permit students to ride them for safety reasons.

A minibus or a van that had a regular service was also considered to be a viable option. The route of the service should be predetermined and include key areas like schools, supermarkets, town centre, industrial stops. It would be ideal to have more than one van travelling, creating a rotation every 2-3 hours. A circuit route around main suburbs and even some of the outskirts of the township was considered a good option. Some stated it would be more cost effective to book the van instead of catching it at predetermined stops.

The cost of the service had to be affordable for young people. The price could range from \$2-3 per trip so that a return trip would cost up to \$6 and weekly expenditure could be around \$30. Interviewees said if public transport was expensive, then it was less likely to be used by this cohort.

A successful pilot transport service for young people was seen as ideally lasting for a significant length of time with good education and advertising prior to it commencing. A service running during the daytime (morning and afternoon) that made school/work/ and health/wellbeing services accessible was expected to lead to higher usage from this cohort.

Interviewees saw no impact on the taxi service if a public transport system was introduced as young people did not use taxis. Interviewees stated that the taxi service was more for older people and others who had jobs and could afford them.

People with disabilities/mental health issues: A viable solution could be a van/minibus which is smaller and more personable and ran a regular route at fixed times. There were some logistical and practical issues that were raised by interviewees who worked with disabled people and those with mental health issues. These included the following:

- They needed a service that was not entirely dependent on technology to book or pay. Booking for the service was seen as needing to be accessible with a call-in option and no complicated answering machine responses. Technology often excluded people who were more in need of help. Payment for the service should be accessible for this cohort – the driver should be able to handle cash, or the provider should be able to work around people with disabilities if there was a prepaid metro card, like Christchurch. For example a card that loaded credit to be used on a bus or use of technology/app to book transport was a barrier for sight impaired or those with dyslexia.
- Bus stops should have shelter and seating available for disabled individuals.
- The vehicle should be wheelchair accessible, seating needed to be spacious, access in and out of the vehicle had to cater to those with mobility issues.
- Many who had disabilities required a door-to-door pick up and drop off service.
- Many in this group would require a support person to help them get on and off/ help them with bags. An interviewee said some with mental health issues would require additional support for the first few trips till they felt confident to travel by themselves.

Interviewees assumed that individuals in this group were able to pay anywhere from \$1-2 up to \$5 per trip. Some of them had challenging living conditions and were living in houses on the outskirts of Ashburton as they had more affordable rent. If public transport was more affordable, then individuals were expected to feel capable of using the service 2 to 3 times a week.

People in the cohort would benefit from a transport system that was regular, reliable and ran from Monday to Friday from 9am to 4pm, stopping at key locations throughout the township. The route could be determined by public demand and should be well thought of. Regularity and reliability were key for the service to be successful.

The trial should include good advertisements – flyers, announcements that highlight the route and timings. If the duration of the trial was short, then the interviewees were afraid people would not

change their behaviour or travel patterns and adopt to the new public transport. They also warned of making users unhappy if they provided a service and then cancelled it in a short duration of time. The duration of the trial should be a year at minimum but also that allowed changes and was flexible to demand during the trial.

An interviewee emphasised that the taxi service was meeting the needs of many in the disabled cohort who had Total Mobility cards. *“They are doing a brilliant job, and we don’t want a new public transport system to impact them.”* However other interviewees noted that the taxi service would not be impacted and was not meeting the needs of those without Total Mobility cards as it was too expensive. *“The service is a niche on its own and has a very specific client base. The bigger community has a bigger need and there is a gap that needs to be filled.”*

Older people: A viable solution for older people was identified as a 10–15-seater van/ minibus that did 2 runs in the morning and 2 runs in the afternoon. Special needs to be considered for this cohort were the height in and out of the vehicle, wheelchair access and longer time taken to load and unload people. Some people would require extra help to get in and off the bus. The taxi services were working very well for this group of people who had Total Mobility cards. Many users would require additional support and would not be able to walk to predesignated bus stops but require a door-to-door service.

The cost of the service had to be reasonable and affordable. Many would want the service to be free but would be willing to pay \$2-3 per trip. SuperGold card users over 65 years old can travel free on metro buses in Christchurch after 9am, and on most public transport nationally. A review of the SuperGold card scheme is planned but is yet to be scheduled. Interviewees also emphasised that the taxi service was affordable for many with the Total Mobility card discounts and that the service was door-to-door. *“Honestly, I couldn’t see clients change to public transport unless it picks them up at the door.”* They didn’t want the taxi service to be impacted and to stop as older people preferred the taxis.

They were hoping for a My Way style of public transport that exists in Timaru, but that was scaled back to Ashburton, as it was easy to access. However, interviewees were unsure if older people would book the service with an app/ mobile phone as they were not confident in their use, and this could be a barrier to usage.

Refugees and Migrants: A regular, reliable service that helped people in this group get to school and health appointments would be a viable solution. The interviewee with specialist knowledge on this population could not identify one solution but highlighted the need that this cohort would require transport every day including social events and sports on the weekends. A service that was straightforward and ran 2-3 routes in the day with regular stops throughout the town would be helpful during the week. The interviewee stated the route would be around the township bringing people into the town centre and to get around to areas like Tinwald and Fairton.

For a trial to work for refugees and migrants, it needed to run for a decent length of time as it could have a slow uptake and take time for people to get used to it. English is a second language for many in this group, but language was not seen as a barrier if there were options to use a top-up card or a service that made it easy to book. It was important to be able to advertise the service in their own

language and have a timetable of the service in other languages. The interviewee stated “*Language is the least of their problems*” indicating a need for transport was high.

The cost of the service had to be minimal – people would be able to afford \$2-3 for a single trip. This cohort would be regular users of public transport in Ashburton if it was available. A public transport trial would not impact the taxi service as refugees and migrants currently do not use taxis.

5.1.2 Interview findings for Ashburton District Council and Environment Canterbury representatives

Transport needs:

Public transport has been brought up as a need from the community and presented to the Council and ECAN. Some of the key groups previously identified as requiring public transport were school children, young people, migrant workers, and the elderly and others without vehicles in Ashburton. Council members had heard from community groups because of the success of My Way in Timaru. There was perceived enthusiasm around the council table for implementing some solutions for transport in the township.

Transport considerations:

Cost: Funding from Waka Kotahi, Central Government and Canterbury Regional Council was important for the solution to be viable. My Way in Timaru and bus services in Christchurch were subsidised by grants from Waka Kotahi and by ratepayers. A solution in Ashburton would not only require an initial significant investment to get the service running but there would be constant operational costs that needed to be accounted for. Those interviewed agreed that the entire community needed to be on-board if a new public transport service meant an increase in rates. If implementing a public transport service in Ashburton only helped a small percentage of the population, then they would have to consider if the operation was worth it.

My Way in Timaru has been very good for the Timaru community, getting people using public transport and made travel accessible to people. However it has been very expensive to operate, more so than a standard bus service and is subsidy-reliant.

Demand: Interviewees stated that the demand for the service needed to be high if a trial was to be worthwhile. A service like My Way could be an option as demand would be determined by bookings and not a set route. It has taken 12 months to 2 years for behaviour to change and demand to increase in Timaru, so it is important to recognise that demand may increase over time. Peaks and troughs in demand would naturally occur. The trial for public transport would have to be long enough to get good results. Council should also take into account the size of the population and estimated growth of population due to people moving to Ashburton over the next 5 years.

Availability: A public transport system would need to be available when people needed it, regular so that it did not make people wait. There would have to be a minimum of two services so that it was manageable and the urban boundaries for usage would have to be properly determined. It was suggested that average wait time should ideally be no longer than 15-20 minutes.

Operational considerations:

- There would have to be signage on the streets and makeshift bus stops / places where people can wait. Roads in Ashburton were generally flat, and there were no issues with the roading network so mapping out a route would pose no issues.
- How the user would pay would need to be considered – cash or a travel card.
- Technology is key to be able to help people to connect, pay for the service and get updates. However, this was recognised as a barrier for some groups of people eg. older people. Investigations into other means of booking, advertising, and paying for the service needed to be considered.
- Staffing a service and cost of staff would have to be considered.
- The type of vehicle had to meet the government set guidelines for public transport. It also had to have a low floor so that people on wheelchairs or with disabilities could have easy access.

All interviewees were clear that the existing taxi service should be part of the solution. Communication lines needed to be open between the taxi company and the council in developing a solution.

Possible Transport Solutions

Council and ECAN representatives interviewed identified the following potential options:

Community Vehicle Trust (CVT): This would be run by volunteer drivers and is not very expensive to operate. An annual grant of \$10,000 is given to CVTs by ECAN to help with running and operational costs. It has a social/community element of caring for the community and runs on a not-for-profit model. This type of transport was identified as working well for older people, refugees and for getting people to work: booking a service like this would use the same process as booking a taxi. Community Transport Advisor for Timaru Bianca Kathan said the taxi company had Total Mobility customers and there was often a high demand for them: a service like a CVT would help meet the demand of others requiring transport within the town. Taxis were seen as better for those with accessibility issues. There were 641 registered Total Mobility clients in Ashburton in the 2022/2023 financial year.

CVTs have reportedly been very successful in Geraldine and Waimate, with the service seen as user-friendly and having a community feel which suits smaller towns. The Geraldine CVT service is operated by volunteers and there are three parts to the operation of the trust: a day taxi, an on-demand service, as well as a day hire of a minibus for self-drive hire. The Waimate CVT service is also operated by volunteers between 9-4, with requests for outside hours. Cost is not more than \$5-7 per trip for a local trip.

It was estimated that Ashburton would require around 4 vehicles to service the population, that expense for this service could be minimal but would need to consider insurance, WOF and fuel for the vehicles. However, CVTs do require more volunteers to run it and there is a volunteer shortage in Ashburton. More CVTs could be added to the fleet to cater to people for those with accessibility needs. It was suggested that care must be taken to not take over the Total Mobility card users as the taxi service caters to those clientele. A paid coordinator could take bookings – a cost that could be covered by a government subsidy. Currently the Mid Canterbury Vehicle Trust pay a small fee to Safer Mid Canterbury Ashburton for part-time work to oversee bookings for the out-of-town Canterbury Connector service. However, an on-demand service within the town would require a paid full-time employee/s to be able to take bookings and enquiries.

Bus/ Minibus/My Way

Interviewees were aware that My Way was a popular form of public transport in Timaru. However, cost of a service like My Way was an issue raised by many of the interviewees as the service would increase the cost of ratepayers. The Funding Assistance Rate (FAR) for the 2021-24 National Land Transport Programme for Ashburton is 51% (Waka Kotahi, 2024). As the farebox recovery for this service is low, the rest of the cost would fall on Ashburton ratepayers if a My Way type service was introduced there, and the more popular the service, the more it costs because it is an on-demand service. For a regular bus service, interviewees thought Ashburton would require 1-2 buses, would have to be not too expensive and have around 6-7 stops. They would need to run according to a timetable at certain times and require bus stops / bus shelters for people to wait. Some interviewees were not sure of the viability of a bus service as a previous trial of a bus system in Ashburton was not successful.

There was a single bus that operated locally within Selwyn between Lincoln and Burnham whose operational cost was shared between ECAN and the District Council. Selwyn District Council is responsible for providing and maintaining bus stops, bus shelters and seats to support the public transport system, while Environment Canterbury is responsible for managing the bus services. Users who had access to a metro card paid discounted rates on this bus ([Selwyn District Bus](#)).

An easy access shopper's minibus operates in Rangiora on Tuesdays and Thursdays for older and disabled people. Booking must be done the previous day, and the service is advertised as a way to feel connected to the community. The North Canterbury Minibus Trust operates this service and charges \$2 for a round trip that is local ([Shoppers Bus Rangiora](#)).

E bikes/ E Scooters – Some of the interviewees stated the success of introducing e-scooters in areas like Rolleston and Rangiora. Selwyn District Council approved Lincoln based e-scooter company Lava Scooters to operate 50 e-scooters in Rolleston, Lincoln and Prebbleton in 2019 after an initial trial period. After a successful 6-month trial, Lime and Lava Scooters were given a licence to run 220 scooters in Rolleston, Lincoln and Prebbleton in 2020. Around 3800 rides a month are taken and no significant accidents or injuries reported. All day-to-day operations of the scooters are the responsibility of the companies, and any questions or complaints are directed to the companies first. NZTA rules are that e-scooters can be ridden on the footpath, shared paths, on the road, or on cycleways. Selwyn District Council has prepared a map of the boundaries of operation and accounted for safety and parking issues in their plan to implement e scooters to the district ([Selwyn District E Scooter Plan](#)).

Waimakariri District Council trialled Flamingo e scooters in November 2021 until April 2022 where 400 e-scooters were available for hire across Rangiora, Kaiapoi, Woodend and Pegasus. The Council tried to incorporate the feedback and concerns of people in the community in the trial with the inclusion of speed restrictions and no-go zones in the busiest pedestrian areas. The e-scooter company had a community training day that included free rides. As with Selwyn District Council, the operational and infrastructure costs were covered by the scooter company ([Waimakariri District Scooter Trial](#)). The Waimakariri District Council are currently reviewing options for e-scooters in the district and had a public survey that ended on 17th March 2024.

Interviewees identified E-scooters and E-bikes as a fantastic way to enable communities to make short, quick trips, or “last mile trips” to and from a public transport stop / hub. They were seen to assist in reducing transport emissions and to enable “transport-poor” members of the community to move around.

Other solutions to meet community needs that do not have to be led by Council

- Online grocery shopping and delivery (operational in Rangiora, Christchurch).
- Health Bus funded by Canterbury District Health Board or the District Health Board to doctors.
- Employers providing transportation to migrant workers who need to get to outskirts of Ashburton – some already provide transport and accommodation for their fruit pickers as an example.
- Increase the fee for liquor licenses in bars and restaurants to provide a shuttle to get people home after dining out/ entertainment.
- Uber Eats / other food delivery services.
- Rest homes providing their own transport to elderly residents to enable shopping days in town.

5.1.3 Interview findings for transport providers

Beckley’s Coachlines, Pearsons Coachlines and Ashburton Taxis provide different and diverse transport solutions to the township.

Beckley’s Coachlines approached the Council in 2018 with a proposal to have a bus service in the district as they saw the need for public transport growing. However, they did not receive the backing from Council and currently do not wish to be a part of the public transport solution for the district.

Ritchies Bus, which provides the My Way service to Timaru, has indicated that they would like to be a part of a public transport solution for Ashburton. Ritchies Bus currently own Pearsons Coachlines, and are willing to have a pre-engagement process with the council with no expectations of a contract.

Ashburton Taxis have a personalised approach to their service and often know their clients well and look out for them. They stated that they do much more than merely picking up and dropping people off, also helping those with mobility issues get into elevators, front doors, and help elderly with their grocery shopping. There is a great demand for taxi services in the district. They struggle to recruit new drivers.

Key points from transport providers

- **Pricing/ Routes/ Availability** - The price needs to be affordable for people to use the service and the price cannot be so low that there is little or no returns from running the service. The service had to be cheap and attractive. Will the Public transport system also offer discounts to young people and gold card holders like Christchurch city and other cities? The best method of paying also needed consideration -were people going to use bus cards or cash as many did not have PayWave.

A route must service all the main areas that will be useful to all including schools, restaurants, getting people to work and areas like Tinwald and Allenton. A daytime loop service would be a good option and one interviewee mentioned the Queenstown bus service had a better model than My Way. People also like to be informed how far the vehicle is from their stop – something that bus systems in other cities offer. The routes must be clear and timetables easy to read.

The trial would have to consider if it was a 7 day all day service or if there were variations in the times the service was available. There would be a significant cost for a service that was available 7 days a week. The schedule of the service and the availability at certain points was important.

- **Vehicle Specifications** - Vehicles needed to have wider seats and handrails for older people, a wheelchair/ Total Mobility option would be beneficial for many. The 16-seater Mercedes Benz Sprinter was a common option used in other towns/cities, but these were also difficult to get hold of. The possibility of leasing LDV vans should also be considered.

It was important to have back-up vehicles to keep a service running, as repairs can take time. Electric buses were a popular option, as they had a lower impact on the environment but were also costly. One interviewee said it would be best to source locally-available vehicles for the trial period. Reconfiguration and certification of vehicles were a cost that needed to be considered.

- **Staffing** - Staff would have to be experienced or require training to deal with the needs of different passengers and would have to be engaging and polite. Staff also had to know how to deal with aggressive behaviour. Some people required extra help getting on and off the bus so an extra staff member on the bus could be useful. One interviewee stated that the service provider also had to consider how to keep people employed if a trial was to be only 6 to 12 months or only for a few hours a day.
- **Impact on services** – The bus providers said that a public transport trial would have no or little impact on their services as they were operating a to specific groups and transporting them to and from specific places in the town – school runs and day trips for the elderly. They were concerned about the impact of a public transport trial on the taxi company.

5.1.4 Community stakeholder workshop

A workshop was held on 21 February 2024 at Hakatere Marae, attended by 23 people, representing Safer Mid Canterbury, Ashburton Community Alcohol and Drug Service, Ashburton Hospital, Age Concern / Senior Citizens Ashburton, Grey Power, Ashburton Taxis, YMCA, Hakatere Marae, Ashburton Multicultural Council, Environment Canterbury, Sport Canterbury and Tangata Atumotu Trust.

Asked what motivated them to prioritise getting to the workshop, a number of service providers present indicated that it was often hard or time consuming getting people to health appointments, and that transport had been a known challenge and service barrier in Ashburton for a range of sub-groups within the population for some time. Community transport was identified as vital, with one person flagging this as a health and safety issue, given that many people drive unlicensed in the absence of public transport options within the town. Lack of affordable transport options was flagged as a key issue for older people, while for children and young people, it negatively impacted on access to recreational and sporting activities. While many services have developed volunteer driver services or use key workers themselves to overcome transport barriers, lack of transport to enable social connection (eg. meeting a friend for a coffee, being able to get out-and-about at the shops and enjoy the sense of social connection that comes with this) was identified as a need that is harder to tackle and a key reason why attendees felt public transport was a priority to explore.

As a group, participants were asked to respond to the following question:

From what you all know about the town of Ashburton and the people with transport needs within the town, what do you think is/are the most viable transport solutions – those that will be used most, meet the needs well and be most sustainable?

The following points were highlighted:

A possible transport solution would be a minibus. Signposts are already up for bus stops from when this service operated in the past. A large number of attendees expressed the view that this should be looked into. The bus would need to be accessible for those with mobility issues. ECAN representatives at the meeting indicated that buses and minivans operating in Christchurch and Timaru were accessible.

Some of the locations that it was expected people wanted to access were:

- Supermarkets
- Getting to and from Work
- Getting around to socialize – meet friends/ cafes. Social connection was identified as a significant need
- Library
- Bank
- Netherby Meats
- WINZ office

There was a bus system in late 1970's that went to Allenton, Tinwald, Hampstead and on a Friday night to Fairton. This service ran until the mid 1990's.

Some attendees talked about how My Way has been successful in Timaru, used by all age groups and they are now extending this to Caroline Bay as well. They wondered if this could be trialled in Ashburton.

There has been a safety issue with mobility scooters at the Ashburton bridge – no clear direction/signs and many scooters going together. Ashburton was identified as “split by the river”.

For older drivers, Ashburton was identified as difficult to drive in, with a State Highway, one-way systems, the very congested bridge and railway crossings all making driving stressful for some older people.

Having considered one key question as a group, participants split into six focus groups (young people, refugees and new migrants from culturally and linguistically diverse backgrounds, people with disabilities, older people, socioeconomically disadvantaged, people who work within the township) to answer three questions for their target population:

- 1) What are the most common transport needs for your group within Ashburton Township that are not currently addressed by existing solutions?
- 2) What are the barriers to creating a successful solution to the key transport needs you’ve identified?
- 3) What will overcome the barriers you identified, enabling a successful and sustainable transport solution(s)

Findings are presented as follows:

Young people

1. What are the most common transport needs for your group within Ashburton Township that are not currently addressed by existing solutions?

- Getting to educational facilities particularly those with social anxieties
- Making sporting and other activities available and accessible
- Link between the library, He Whare Whakatare to Tinwald etc
- Transport to training/ sport venues as young people are missing team sports
- Transport needs to be accessible – via phone, apps, texts
- Safety of returning home from events – timetable and My Way type would work
- Council plan of active transport to encourage bike use (community safety network)
- E scooters and E bikes would be used by young people (\$1.40 minimum in Auckland) Can there be a card that carries funds so people can prepay/load up? These can be used for fun but also to get to work
- More bike stands/ lockability/ (camera? For safety) To encourage people to use bikes

2. What are the barriers to making a solution to the key transport needs you’ve identified successful?

- Money
- Education/Awareness – safety
- App-associated barrier to younger/ those lacking funds / neurodiverse
- Barrier to e bikes and e scooters = disabilities / cost / technology
- Parental responsibility and approval to use the service

3. What will overcome the barriers you identified, enabling a successful and sustainable transport solution(s)

- Education on safety/availability and use of different options

- Access/proximity to where resources are placed (Bus stop, e scooter or bike sites)
- Money/ Funding support from Ashburton District Council
- Advertising and Education at educational facilities, workplaces, health and social services

Refugees and new migrants from culturally and linguistically diverse backgrounds

1. What are the most common transport needs for your group within Ashburton Township that are not currently addressed by existing solutions?

- Affordability
- Easily accessible
- Transport that starts early and finishes late
- Transport that suits school start and finish time for parents and kids
- Scheduled route rather than on-demand covering the whole of Ashburton District because of language barriers

2. What are the barriers to making a solution to the key transport needs you've identified successful?

- Cost
- Communication (language)
- Setting up a timetable that covers the needs
- Health and safety for bus drivers (eg. not handling cash)

3. What will overcome the barriers you identified, enabling a successful and sustainable transport solution(s)

- Subsidies
- Consider an electric van to keep the cost of fuel low
- Multilingual app with timetables with information about how to pay and what are the locations of pick up and drop off.

People with disabilities

1. What are the most common transport needs for your group within Ashburton Township that are not currently addressed by existing solutions?

- Timing and availability
- Cost
- Shuttles that do not take wheelchairs
- Freedom of choice – to get out whenever and wherever they want to
- Some want a ride out of town – eg. to the beach

2. What are the barriers to making a solution to the key transport needs you've identified successful?

- Shopper shuttle bus won't help people with disabilities in and out of the vehicle or with access into the shopping building eg. Eastfield shopping has a lift. Taxi drivers currently assist people with disabilities into their destination.
 - This group of people require a door to door service
 - Taxi drivers play an important role and have a personal touch.
- Regular contact with taxi drivers makes them able to see a decline in the mental or physical health of clients with disabilities or other health needs.

- It is hard to recruit drivers for taxis (especially on the weekend where there are drunk people)
- Drivers for taxis need training (P licence, how to strap a wheelchair in properly, have a good attitude of patience and go the extra mile with clients eg. drop clients off door to door)

3. What will overcome the barriers you identified, enabling a successful and sustainable transport solution(s)

- More trained empathetic drivers – for any service not just for people with disabilities
- Taxis pick up broken-down mobility scooters
- There could be a Hospital shuttle – for example Elizabeth Street Day Care offers rides for people to hospitals. ([Elizabeth Day Care Centre](#))

Older people

1. What are the most common transport needs for your group within Ashburton Township that are not currently addressed by existing solutions?

- Type of vehicle needs to be accessible – 20 seater that is timetabled
- Appointments for shopping, banking, meeting people, social interaction
- A day out to do all these things (eg. Tuesdays Pension Day Specials)
- Lifestyle villages have some of their own shuttles but not those in independent living situations (for retirement villages, depends on the village)

2. What are the barriers to making a solution to the key transport needs you've identified successful?

- Affordability
- Digital access can be a problem - Booking that isn't done online
- Can the transport option take cash?
- Information in multiple languages and targeted communication
- Times of use
- Physical and psychological safety
- Medical and health concerns
- Many roads are not fit for purpose and require maintenance

3. What will overcome the barriers you identified, enabling a successful and sustainable transport solution(s)

- Vehicle type
- Circular run rather than having to wait for the booking to turn up
- Stops at particular spots (Netherby Meats)
- Timetabled and as simple as possible – maybe 3 times a week
- Total Mobility would be a different clientele
- Affordability and predictability
- Good communication for the people not digitally savvy
- Better mobility scooters (\$9,500 brand new)

Socioeconomically disadvantaged

1. What are the most common transport needs for your group within Ashburton Township that are not currently addressed by existing solutions?

- Getting to work, to the gym/sport, to appointments / WINZ, to get food/kai, to attend church or other social events
- Cannot afford to run a vehicle or pay for the taxi. Rely on community volunteers and the goodwill of other services
- Loss of licence (DUI etc) can mean loss of employment and increased isolation/vulnerability
- Accessible and cheap or free – a circuit every hour to Tinwald, Netherby, Allenton, Hospital, EA Networks, Warehouse, K-Mart, CBD, Library.
- Getting to specialists outside of Mon – Fri beyond the health shuttle service.
- Passenger train to Christchurch reinstated for workers and appointments

2. What are the barriers to making a solution to the key transport needs you've identified successful?

- Cost and affordability
- Not one size fits all – people still have to get to pick up points and know a service is available
- Technology – how to book etc, credit phones might be required
- The service being sustainable
- Language barriers

3. What will overcome the barriers you identified, enabling a successful and sustainable transport solution(s)

- Investment from the Regional Council/ Sponsorship
- Government departments contribute to transport for clients eg MSD/ Corrections/Health
- A service that runs 7 days a week as work hours have changed and people need to get to church and social events, library on the weekends
- Build an existing service eg. fund the taxi service to operate a minibus like My Way with subsidised ticketing
- Trial a pick up shuttle until it is too big to manage and then go to plan B

People who work within the township

1. What are the most common transport needs for your group within Ashburton Township that are not currently addressed by existing solutions?

- Defining what “walkable” means for Ashburton
- Main roads are congested, seen as difficult to cycle and negative perceptions of safety
- Climate considerations to active modes within township
- What is the population that actually work in town?
- Taxis at peak times are busy/ expensive – can ask for a fixed cost
- Could consider young people starting work – starting habits
- Loop in town, hop on hop off – 30 to 45 minute loop
- Health appointment service

2. What are the barriers to making a solution to the key transport needs you've identified successful?

- Willingness to change is a big barrier. Behavioural change is difficult
- No data on this group - need more exploring on the need
- Cost would have to be free to make it more attractive than driving in town
- Can we use car sharing? Social connections and climate mitigations

- Cannot charge for parking in CBD but don't want to disadvantage older people

3. What will overcome the barriers you identified, enabling a successful and sustainable transport solution(s)

- Car sharing app – low costs to rate payers
- My Way service – only work hours service while the middle of the day could do health pick ups
- Business connections – band together for trips, fleet management, cost sharing agreement for an administration coordinator.

As the final activity in the workshop, participants gave a rating of how heavily utilised they felt different forms of transport would be in Ashburton township. Ratings are presented in the following table. Ratings were not sought for weekend bookable or timetabled van/bus services. The task did present a space for people to share any better ideas they had for transport options that would be heavily used, but nothing was added in this space. The most-used option was expected to be a van/bus on a circuit running before, during and after school/workday, running to a timetable, followed by increased accessible options for Total Mobility users.

Transport option	Rating					Mean rating
	1 very little	2 little	3 moderate ly used	4 quite well used	5 Heavily used	
E-bikes – user pays	2	7	7	4	-	2.65
E-scooters – user pays	3	6	4	5	2	3.45
Van/bus on a circuit within school hours - timetabled	1	2	3	5	9	3.95
Van/bus on a circuit running before and after school/workday	-	-	5	2	14	4.65
Van/bus on a circuit Friday + Saturday evenings- timetabled	1	2	13	3	1	3.05
Increased taxi options – Total Mobility	-	3	6	4	9	3.86
Increased accessible transport options – Total Mobility	-	-	3	7	10	4.35
Van/bus on a circuit within school hours – My Way / booking-based service	-	3	12	-	5	3.35
Van/bus on a circuit before and after school/workday - My Way / booking-based service	-	5	8	3	3	3.21
Van/bus on a circuit Friday + Saturday evenings- My Way / booking-based service	1	1	3	11	2	3.61

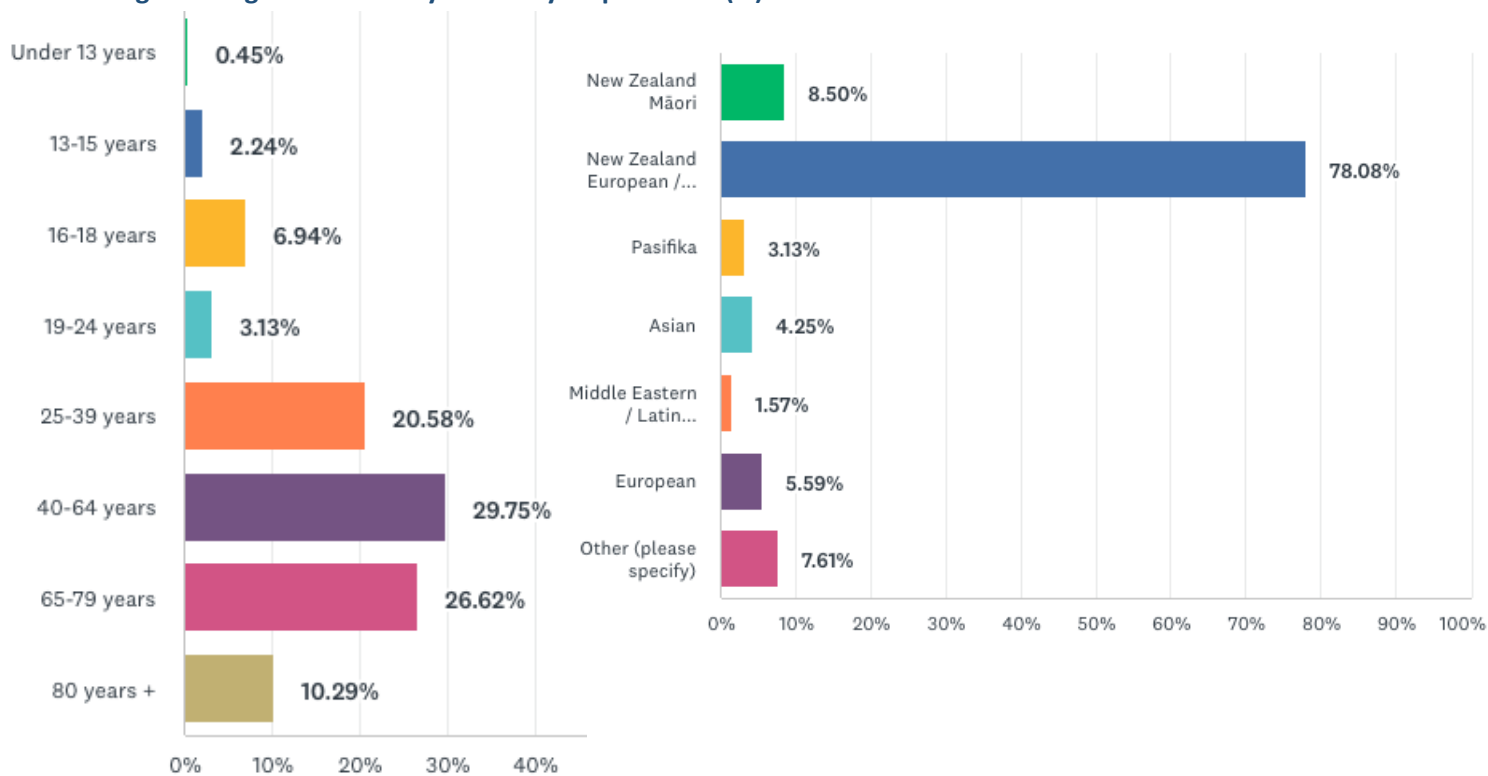
5.2 Survey findings

5.2.1 The respondent group

The public survey received 450 responses, with the majority of respondents completing it for themselves (n=400, 88.8%), 38 people (8.4%) completing it on behalf of a family member, and 5 people (1.1%) completing it on behalf of someone they care for, the remainder completing it for other reasons.

Despite the efforts of the researchers and the community stakeholders, the response rate from young people was low. The survey had strong uptake from older residents. Age of respondents is presented in the following graph. Over three-fifths of survey respondents were female (n=282, 63.5%), with 35.6% (n=158) male and 4 respondents identifying as other gender. Ethnicity of survey respondents, presented in below right, is representative of the population of the district based on the 2018 Census data, the most recent available.

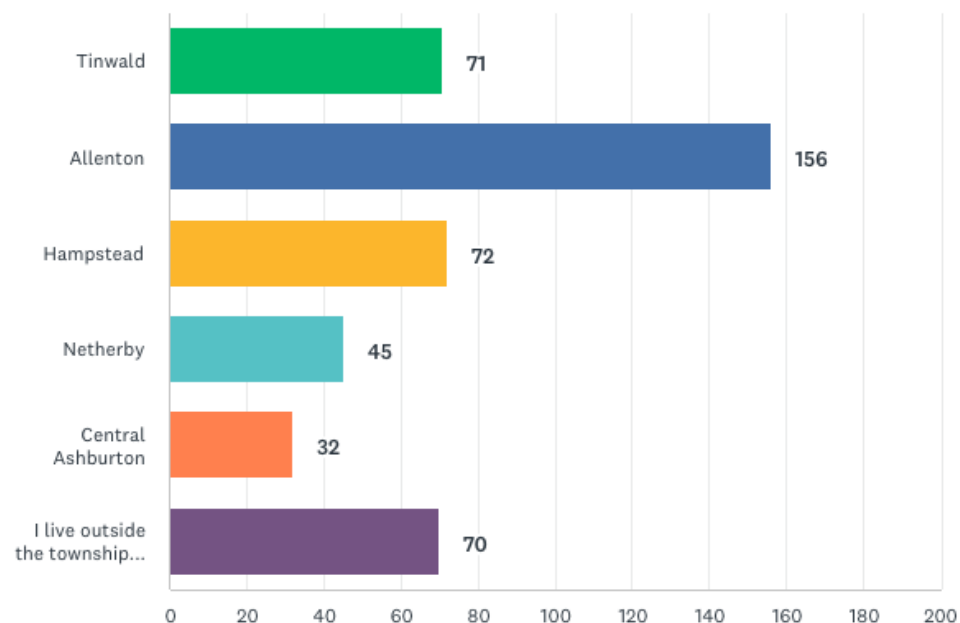
Figure 1. Age and ethnicity of survey respondents (%)



Of the people who responded to the survey, 7.1% were either a recent migrant (n=26) or a refugee (n=6).

Of those 450 people who responded to the survey, just over a third (n=156, 34.9%) live in Allenton, 16.1% (n=72) live in Hampstead, 15.9% (n=71) lived in Tinwald, 15.7% (n=70) live outside the township but have travel needs getting around Ashburton town, 10.1% (n=45) live in Netherby and 7.2% (n=32) live in central Ashburton.

Area in Ashburton where Respondents live (n)

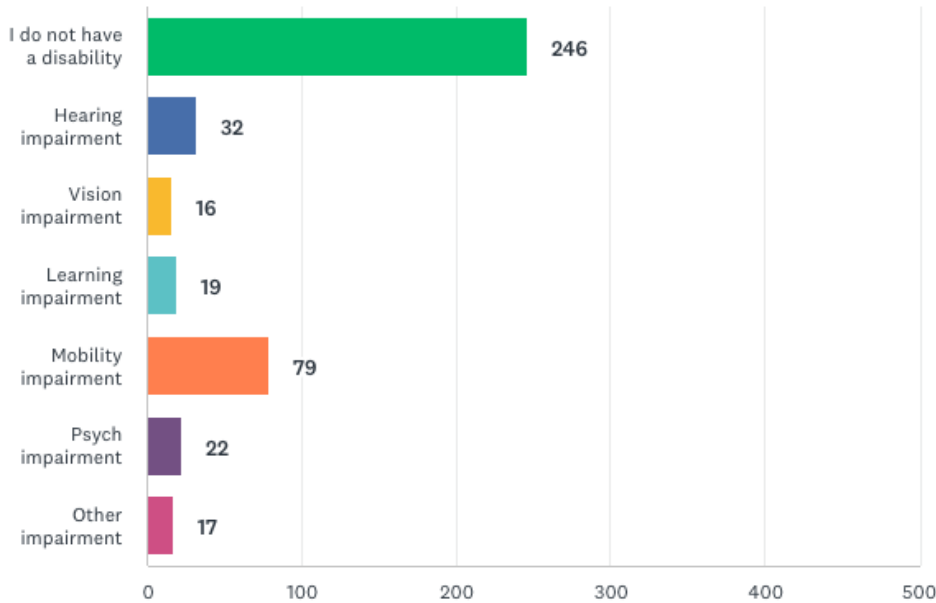


Of the 450 survey respondents (or the person who the survey was completed on behalf of), 23.8% (n=105) have a disability, with the respondent group therefore fairly representative of the general population (24% of New Zealand's population have a disability according to the Office of Disability Issues). A further 7 people reported having a Total Mobility card but not having a disability, potentially being older people no longer able to drive but not equating their condition to a disability. The survey asked the respondent to categorise their disability, using categories drawn from the Stats NZ Disability survey:

- Hearing impairment: you cannot hear, or have difficulty hearing what is said in a conversation with one other person and/or what is said in a group conversation with three or more people, even when using an assistive hearing device such as a hearing aid.
- Vision impairment: you have difficulty seeing, or cannot see, ordinary newsprint, and/or the face of someone from across a room, even when wearing glasses.
- Learning impairment: you have a long-term condition or health problem that makes it hard for you to learn.
- Mobility impairment: you have difficulty with or couldn't do one or more of the following:
 - walk about 350 metres without resting
 - walk up or down a flight of stairs
 - carry an object as heavy as five kilograms
 - move from room to room within the home
 - stand for 20 minutes
 - bend down without support
 - get in and out of bed on your own.
- Psychological/psychiatric impairment: you have a long-term emotional, psychological, or psychiatric condition that causes difficulty with everyday activities or difficulty communicating, mixing with others, or socialising.
- Other impairment: includes difficulties with speaking, learning, and memory.

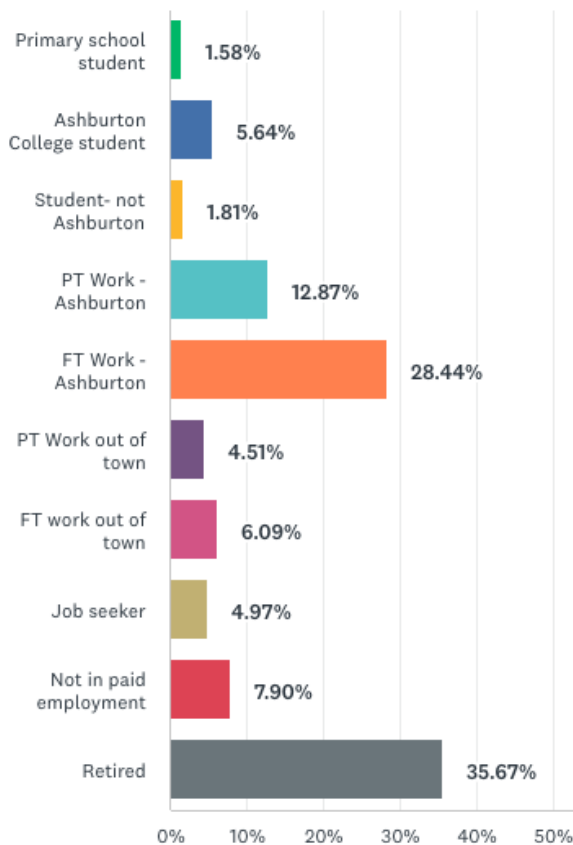
Most commonly, those with a disability had a mobility impairment (21.9% of all respondents, n=79) followed by hearing impairment (8.9% of all respondents, n=32) and Psychological or psychiatric impairment (6.1%, n=22). Findings are shown in the following graph.

Number of respondents presenting with different kinds of disability



12.8% of the total respondent group (n=55) have a Total Mobility card, and 43.8% of disabled respondents with a disability/ies (n=46 out of 105) have a Total Mobility card, less than half of this group. 71.0% (n=316) have a current restricted or full driver’s licence and access to a motor vehicle.

Work / education involvement of respondent group



As the age data regarding the respondent group suggests, a large proportion of people who completed the survey are retired: 35.7% of respondents (n=158), with people in full-time work within Ashburton township the second-most common group to respond to the survey (28.4%, n=126).

Forty students responded to the survey. Of those working part-time (paid or voluntary) within Ashburton township, 9 were also attending school or studying.

Current modes of travel

The survey asked respondents what the main ways they get around Ashburton township currently (used in the past two weeks). 448 people answered the question, with findings presented in the following table. Two-thirds of those who responded to the survey had driven

themselves within the town in the past two weeks, with walking the next-most common means of getting around the town. Nearly a quarter had been driven by a family member. Around one respondent in seven had cycled within the past two weeks.

Main ways respondents get around Ashburton township currently	n	%
Drive self in car / van / truck	299	66.7
Walk	204	45.5
Driven by family member in car / van / truck	111	24.8
Bicycle / e-bike	63	14.1
Taxi / taxi van – Total Mobility	27	6.0
Taxi – full fare	19	4.2
Driven by volunteer – Cancer Society, Age Concern etc.	18	4.0
Wheelchair / mobility scooter	16	3.6
Scooter / skateboard	7	1.6
Courtesy van – pub / club	5	0.1
Motorcycle	2	0.04

5.2.2 Transport challenges

Respondents were asked what the biggest challenges were (if any) that they faced trying to get to where they needed or wanted to be within Ashburton township, with 314 people identifying a barrier(s). Open-ended responses were thematically analysed and are summarised below, illustrated with quotes.

The most-identified barriers to getting to where they needed to go in town related to **traffic volumes and congestion**, especially through SH1, to and from Tinwald and across the bridge, with traffic and congestion identified by 70 respondents. Many of those highlighting this were older drivers, some identifying a loss of confidence in such situations.

“I find the amount of traffic through Tinwald very challenging most of the time, hard to get out onto main road. Not always easy to find a close enough park in town. Miss out on events in the Domain as can’t get a park close and can no longer walk a long distance.”

“Traffic through Sate Highway 1 from Tinwald into & past Ashburton. 45 minutes from Graham Street to the Ashburton bridge is quite common.”

“Traffic in central city, traffic lights by Mitre 10 / McDonald’s are often congested.”

“Traffic flow, the traffic lights have made things so much worse. Getting over and back from Tinwald is horrid. Sort the traffic lights out.”



Next-most commonly, **parking issues** were highlighted, often by older people with mobility issues, but also less commonly by workers who struggle to find well-located parking with good time limits, or appropriate to their vehicle. Parking issues were highlighted by 36 respondents.

"I am ok but for people that cannot walk far the parking here in Ashburton is terrible. I have problems parking myself but for many of my friends who have mobility problems its very stressful and often they just drive away."

"Parking near to places I need to go to seems to be getting less and less."

Roadworks were identified as a challenge by 23 respondents.

"Quality of Allens road is poor after being ripped up three times in a row."

"Road work delays. Sometimes sections of the footpath are left unfinished for months making it dangerous to skate to work."

Poor roading design, commonly with comments around the traffic light sequencing on West St or one-way roads and narrow streets was identified by 18 respondents.

"Traffic light synchronization delays in east-west direction across West and East Streets."

"Traffic on West Street is mental in the afternoon."

Cost of taxis in Ashburton was highlighted as unaffordable and a barrier to access by 13 respondents. A further 4 Total Mobility users noted that costs were too high even with the subsidy.

"Taxis can be quite expensive if you need to use it often. At the moment I cannot partake in education as any campus is too far for me on foot + can't afford regular taxis."

"The taxi fares are too dear for when I'm unable to get a lift by someone else I know, and I live too far to walk into town when I really need to be at a certain place on time."

"Barely any taxis and previous times when I've called, they drove away when I tried to call them over. It's very expensive to get somewhere even if it's close as I cannot walk due to Endometriosis as I'm always in pain daily from it."

"I have a back injury and am on the benefit, I cannot afford taxis or to get my food delivered. This makes life extremely difficult to navigate and having a public transport option would really help everyone in the community."

"No public transport available for other family members to get to work in Ashburton other than taxis which are price prohibitive unless absolutely necessary - one taxi company in the area means a monopoly so they can charge what they like which is astronomical."

"Lack of options/availability with just one taxi company. Often the phone is not answered when needed."

"At the moment, the current taxi company has a monopoly on public transport: - it costs \$18 to go from Netherby shops to Allenton shops. - You can be waiting for over 30 minutes for a taxi - They don't let you book in advance, just for a few days before It's quite difficult for people who rely on it as their distance transport."

Ashburton's walkability was highlighted in a range of ways. Being quite a spread-out town with different **destinations far apart** from each other was identified as a challenge by 11 respondents. Related to this, 26 respondents indicated that they commonly walk to get to where they need to go, but that destinations are often quite some distance from home / between each other and they don't always have the time to do this or the energy.

It's not a huge town, but walking distance, it takes a long time to get places - about 40 minutes. And when I get called into work when they're short staffed that's a bit of a problem because I need to get there quick as possible but it's a 40-minute walk. Even going out to town with friends it's a mission because we're walking everywhere we want to go.

"Essential services spread around town eg. supermarkets, pharmacies, medical centres, legal firms. Not all within walking distance for the elderly."

"Live off Morris Road and lack of some sort of path makes it hard to walk into town."

Eleven respondents indicated that they **struggle to walk to the places they need to due to health conditions**. Eight respondents raised concerns around **pedestrian safety** in the town, and **concerns around footpath and crossing conditions** were part of this.

"Sometimes not having the car leaves me at home, unable to walk into town due to arthritis."

"Footpaths are not even. People on electric scooters can be reckless."

“The gutters when crossing the road. Even the shallow ones, as I came out of my chair because of the lump of tarseal where it joined the concrete curb/gutter. This is in the town centre too so you'd think the roading would be a lot better quality since the council is so intent on making the town look pretty. There needs to be more mobility car parks especially that leave enough room for getting in and out on the driver's side as I drive and am wheelchair bound. Footpaths in Ashburton suck. They are like the ones in Chch after the earthquakes, but we don't have that excuse down here so why are they so bad?”

“Road work delays. Sometimes sections of the footpath are left unfinished for months making it dangerous to skate to work.”

18 respondents identified **lack of public transport in Ashburton** as a challenge in itself.

“I'm more of a driver for many people who have no transportation to do their grocery shopping, doctor appointments or get to their jobs and sometimes I don't have enough petrol to help others get around as well as getting around myself with my children. Having public transport will really help the development of Ashburton as people will have more access to get around conveniently.”

Costs of running a car were identified as a challenge by 17 respondents.

Being one-car households, 12 respondents indicated that **car availability** presented a challenge to getting where they needed to be.

“One car in the family, if my husband has been called into work, I am stuck at home.”

Taxis were identified as **hard to secure at night and costly**, and finding transport safely home after drinking was identified as a challenge for 8 respondents.

“After work services. Taxis are far too expensive when you've had a drink. It costs us a whopping \$35 from the centre of town.”

“Being able to safely get home after a few drinks in town, only a small handful of places offer a courtesy van and the poor taxi service that is very rarely available and if it is there usually at least a 30-minute wait.”

“Ashburton is small enough that it is easy to drive or walk around. Although there is a huge lack of affordable taxi's, ubers, lime scooters or anything late at night. The 3 taxis in the town are charging outrageous prices and have very limited availability.”

Seven respondents described challenges faced by not being licensed to drive either because they were too young, a newcomer to New Zealand or they had lost their licence due to declining health.

“I work with people who don't have a licence or a vehicle and their options for transportation are very limited.”

23 respondents indicated that they **relied on taxis and family / friends or others** to take them to where they need to be, and a strong theme in their feedback centred on regret / resentment that they had to rely on others, and did not have the freedom to be spontaneous in their outings, having to plan to combine trip purposes, and having to fit around availability of other people, sometimes at a cost of time off work etc.

“Finding someone who has the time to drive me to an appointment.”

“My biggest issue is finding alternative transport to and from work in Ashburton if someone I know is unable to take me.”

“Doctors, swimming (rehabilitation) It would make a huge difference as I can't physically drive my car at the moment, and I am stuck relying on others for help and it's getting hard.”

Other less common themes included the following:

- Hard for young people to get to after school commitments if parents work or into town from Tinwald at weekends (n=7)
- Poor weather (impacting on biking or walking) (n=7)
- Bad drivers (n=7)
- 30 km/hr speed zones in play even in weekends outside schools (n=5)
- Want to reduce car usage – especially for single person trips so keen for alternatives (n=5)
- Bike and walking are not ideal when transporting goods etc. (n=4)
- Potholes (n=3)
- Lack of secure bike stands and mobility scooter parking (n=4)
- Hard sorting transport to school if children all attend different schools (n=2)
- Lack of public transport connection to Ashburton Business Park (n=1)
- Loss of privacy when have to get someone to take you to an appointment (n=1)
- Multiple challenges at play (n=1)
- Lack of a back-up option if car breaks down (n=1)
- Hard to navigate existing transport options with limited English language (n=1)
- Trips limited by scooter battery range (n=1)
- Taxi is only alternative to driving for Lake Hood residents (n=1)
- Bike and scooter safety on SH1 (n=1)
- Lack of appropriate wheelchair-friendly mobility car parks (n=1)
- Lack of safe bike lanes in Ashburton or encouragement of bike use (n=1)

5.2.3 Potential usage of different types of public transport

The survey presented respondents with a range of transport options and asked them to rate how often they would use each if available in Ashburton township.

Feedback on each is presented in full in Appendix A and summarised below.

A range of scenarios were presented for a “shopper’s bus”, as follows:

- A. Shopper’s bus / van to/from main shopping areas in town centre and suburban areas of Ashburton – weekday mornings – regular pick-up / drop-off points through township
- B. Shopper’s bus / van to/from main shopping areas in town centre and suburban areas of Ashburton – weekday afternoons – regular pick-up / drop-off points through township
- C. Shopper’s bus / van to/from main shopping areas in town centre and suburban areas of Ashburton – weekday mornings – pre-book door-to-door within township
- D. Shopper’s bus / van to/from main shopping areas in town centre and suburban areas of Ashburton – weekday afternoons – regular pick-up / drop-off points through township
- E. Shopper’s bus / van to/from main shopping areas in town centre and suburban areas of Ashburton – Saturdays – regular pick-up / drop-off points through township
- F. Shopper’s bus / van to/from main shopping areas in town centre and suburban areas of Ashburton – Saturdays – pre-book door-to-door within township

A bus/van running on a route with regular stops on weekdays was the option most likely to be used at least weekly (i.e. either 1-2 times per week or 3+ times per week selected), option A (mornings) with 32.1% indicating such use and B. (afternoons) 32.4% of such use, so very similar. Two-fifths of respondents indicated that they would NEVER use such a service.

A door-to-door bus/van operating on a pre-booked service basis (like My Way in Timaru) was anticipated to be used at least weekly (i.e. either 1-2 times per week or 3+ times per week selected) during mornings by 25.3% of respondents, and by 29.9% of respondents during afternoons. Just over half (50.8%) anticipated NEVER using a bookings-based bus service during a weekday morning and 44.9% during afternoons.

A bus/van running on a route with regular stops on Saturdays was likely to be used at least weekly (i.e. either 1-2 times per week or 3+ times per week selected) by 22.8% of respondents, with just under half respondents (49.7%) indicating that they would NEVER use such a service, while a door-to-door bus/van operating on a pre-booked service basis (like My Way in Timaru) on Saturdays was anticipated to be used at least weekly (i.e. either 1-2 times per week or 3+ times per week selected) by only 16.7% of respondents while 56.2% anticipated NEVER using a bookings-based bus service on a Saturday.

More than 60% of respondents thought they might use a **van/bus with designated pick-up / drop-off points to get to large community events such as the A & P Show, Market Day, Waitangi celebrations** etc.

Just under two-thirds of respondents thought they would ever use a **dining / entertainment bus or van** to/from designated pick-up / drop-off points Monday – Friday evenings. Only 17.1% though they would use this at least weekly (i.e. either 1-2 times per week or 3+ times per week selected).

If **community e-bikes** were available for low/no cost hire in Ashburton township, 17.5% of respondents indicated that they would use these at least weekly (i.e. either 1-2 times per week or 3+ times per week selected). 9.5% thought they would use these 3 or more times per week, 8.0% 1-2 times per week, and 65% thought they would NEVER use these.

Expected uptake of **community low/no-cost e-scooters** was slightly higher than for e-bikes but was still low. 22.5% anticipated using these at least weekly (i.e. either 1-2 times per week or 3+ times per week selected). 12.4% thought they would use these 3 or more times per week, 10.1% 1-2 times per week, and 60.9% thought they would NEVER use these.

Two-thirds of respondents thought they would NEVER use a **car or van available for trip-by-trip use**, 11.4% would use it at least weekly, and 16.6% less than monthly.

Looking specifically at young people under driver licence age, demand was much higher for scooters, and to a lesser extent e-bikes, but numbers of respondents in these age groups are low so findings need to be treated with caution.

Demand for a **bus to and from schools in Ashburton on a schedule from pre-determined stops** was quite low, reflecting to some extent low survey participation of young people, and engagement in the survey from young people attending courses and not enrolled in school. Just over three-quarters of respondents would never use this, and 15.1% would use this at least weekly. Of the 40 respondents aged 18 years and under, 37.5 expected to use these at least weekly and for those aged under 16 years, 70 % expected to use these at least weekly.

For people who responded to the survey who had a disability:

- 79% did not think they would ever use a community e-bike
- 77.5% would never use a community e-scooter
- 9.9% expected they would use an e-bike at least weekly
- 12.5% expected they would use an e-scooter at least weekly

Their demand for a scheduled shopper bus was higher than for the total respondent group (46.6% would use a morning bus at least weekly and 40.8% an afternoon bus). A service like My Way was less likely to be used by disabled respondents than a scheduled bus on a pre-set route (36.3% would use a morning service at least weekly and 38.4% an afternoon service).

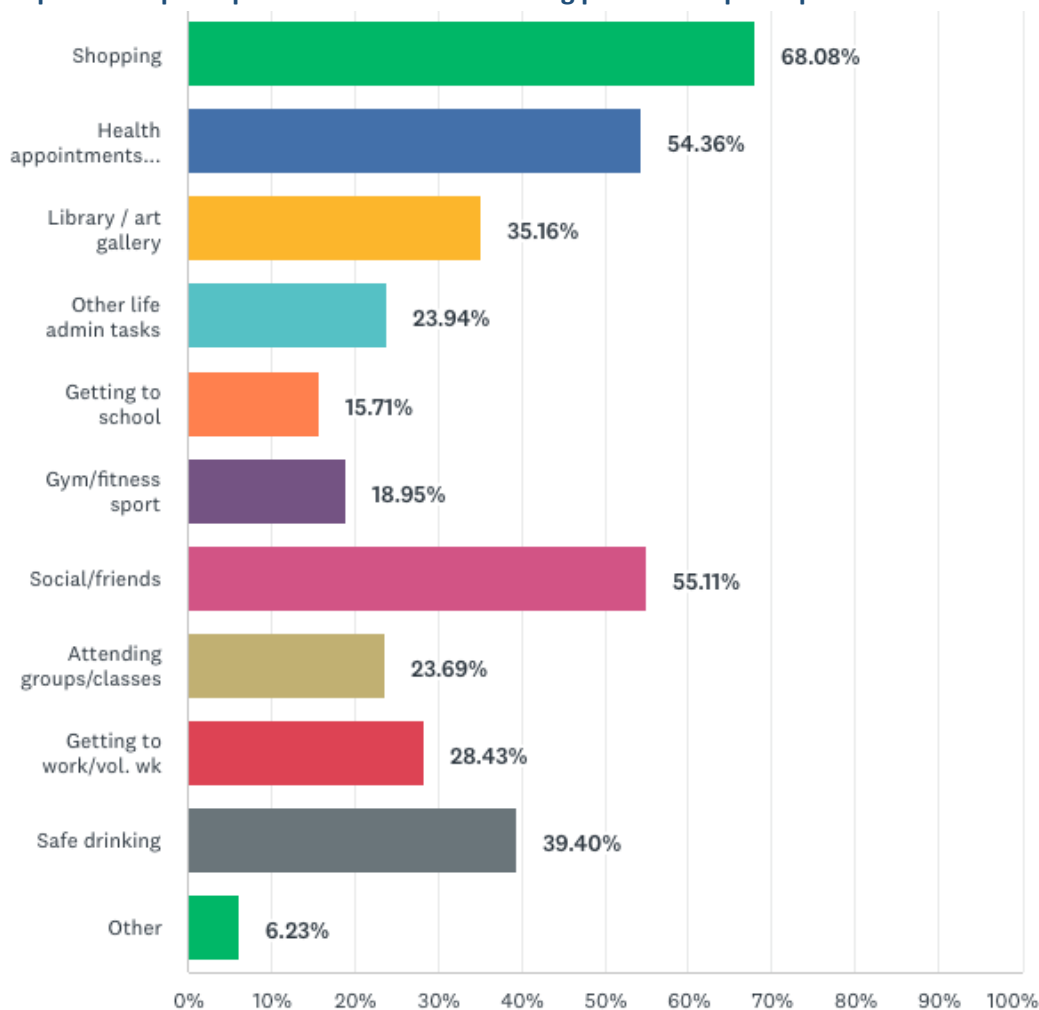
- 61.5% of disabled respondents indicated wanting to increased Total Mobility taxis, with 26.8% expecting to use these at least weekly, and 61.5% at least sometimes.
- Three-quarters would never use Ministry of Education – funded taxis for them/their dependents.
- 67.6 would never use a taxi on a full fare, and 12.6% would use a taxi at least weekly.
- 17.5 would use a courtesy van at least weekly and 59.5% would never use these.

13.2% (7 out of 53) of **respondents with a mobility impairment** expected to use a wheelchair taxi if more were available, while 62.3% would never use these. 29.1% of these respondents (16) expected to use a taxi at least weekly via Total Mobility if more were available, and a further 13.2% (n=7) once every 2-4 weeks and 11.3% (n=60) less than once per month.

For those **respondents aged 80 years and over**:

- 37.1% expected to use a scheduled bus on weekday mornings and 35.5% afternoons at least weekly.
- 46.6% would use a My Way- type morning service.
- 18.5% would use a scheduled morning / afternoon Saturday bus at least weekly.
- There was very low demand for an evening dining / entertainment bus.

Purpose of trips respondents would make using public transport options



The survey asked respondents what the purpose(s) of the trips they would make would be for those public transport options they indicated they would use in the previous question. The most common trip purpose was shopping (68.1%) followed by socialising (meeting friends at cafes, restaurants, to browse/walk in town), identified by 55.1% of respondents, and health appointments (54.4%)

Findings for all respondents are presented in graph form above.

Looking specifically at feedback from respondents who identified having a disability, trip purposes were as follows:

Shopping	83.2%
Health appointments	77.9%
Socialising	54.7%
Library / art gallery	42.1%
Attending groups / classes	36.9%
Life admin	29.5%
Gym / fitness etc.	17.9%
Getting to work – paid or voluntary	16.8%
Being able to drink and not drive	16.8%
Getting to school	5.3%

Young people aged 18 years and under identified the following purposes for using public transport:

- Getting to school 65.9%
- Shopping 61.0%
- Socialising 58.5%
- Getting to work – paid or voluntary 46.3%
- Health appointments 43.9%
- Attending groups / classes 41.5%
- Being able to drink and not drive 34.1%
- Library / art gallery 24.3%
- Life admin 9.8%
- Gym / fitness etc. 17.9%

All 6 refugees who responded to the survey indicated that they would use public transport for shopping and getting to school and most would use it to get to health appointments, to the library / art gallery, to the gym, fitness or other physical activity, while two-thirds would use it to attend classes/groups.

The 96 recent migrants who responded to the survey identified the following purposes for trips via public transport:

- Shopping 21.9%
- Getting to school 15.6%
- Getting to work – paid or voluntary 15.6%
- Health appointments 14.6%
- Attending groups / classes 14.6%
- Socialising 13.5%
- Library / art gallery 13.5%
- Gym / fitness etc. 12.5%
- Being able to drink and not drive 10.4%
- Life admin 5.2%

5.2.4 What difference would public transport make to people's lives?

The survey asked respondents *What difference would it make to the quality of your/their life if the transport options you selected as likely to use were available?*, with respondents giving a star rating from 1 star to 5 stars.

The average rating was 3 out of 5, with a fifth (20.9%, n=86 of the 412 people who completed the question) responding with 1 – *No difference*, 13.4% (n=55) rating it 2 out of 5, a third (33.5%, n=138) selecting 3 - *Quite a difference*, 8.0% (n=33) rating it 4 out of 5 and just under a quarter (24.3%, n=100) rating the difference it would make in their lives as 5/5 - *A huge difference*.

Breakdowns of ratings for different target groups are as follows:

Recent refugees Average rating = 4.3 / 5 0% = no difference, 66.7% = a huge difference	Recent migrants (excluding refugees) Average rating = 4.0 / 5 4.1% = no difference, 45.8% = a huge difference
Young people under 16 years Average rating = 3.2 / 5 0% = no difference, 18.1% = a huge difference	Young people 16 - 18 years Average rating = 3.3 / 5 24.1% = no difference, 37.9% = a huge difference
Young people 19 - 24 years Average rating = 3.8 / 5 7.1% = no difference, 42.9% = a huge difference	Older people aged 80 years and over Average rating = 3.2 / 5 18.0% = no difference, 25.6% = a huge difference
Māori Average rating = 3.5 / 5 10.5% = no difference, 36.8% = a huge difference	Pasifika Average rating = 3.7 / 5 16.7% = no difference, 33.3% = a huge difference
Middle Eastern / Latin American / African Average rating = 4.1 / 5 14.3% = no difference, 71.4% = a huge difference	Asian Average rating = 4.1 / 5 5.6% = no difference, 55.6% = a huge difference
People with a disability Average rating = 3.5 / 5 11.5% = no difference, 37.5% = a huge difference	

The average ratings by disability type were as follows:

Hearing impairment	3.0
Vision impairment	3.3
Learning impairment	4.0
Mobility impairment	3.5
Psychological or psychiatric impairment	4.2
Other impairment	3.5

Of those people with disabilities most-commonly indicating that public transport would make the greatest difference, people with learning and psychological / psychiatric impairments, 42.3% of those with learning disabilities had a Total Mobility card and only 31.8% of those with psychological / psychiatric impairments.

5.2.5 Expected cost for different types of public transport

An open-ended question asked respondents “For the options of transport that you indicated you/they would use, how much \$ would you/they expect and be able to pay per trip (each way)?”

The mean expected cost for community-e-scooters or bikes was around \$4.60-4:80, with 10-12 respondents expecting this to be free, but a large number suggesting this should be user-pays, in line with costs of Lime scooter or bike hire elsewhere.

Mean expected costs for a bus to / from special events in Ashburton was just under \$5, for a bus on a designated route on weekdays \$4.60 and around \$4.80 for a My Way -type bus that is booking based and door to door. Expected bus rates were similar for weekends, while for an evening bus service to access dining and entertainment was expected to cost around \$6.25 on average.

5.2.6 Trip start and end points

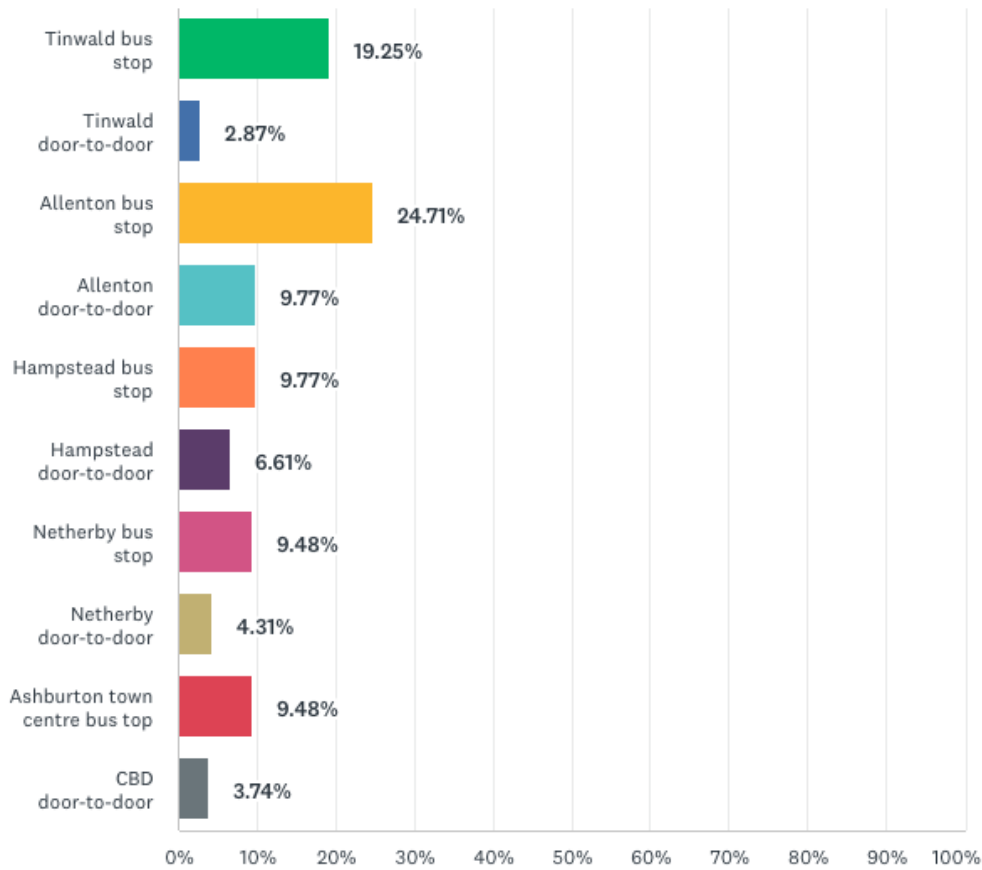
The survey asked respondents where they would most commonly want trips via public transport to start and end. Bus stops / designated pick-up points were favoured over door-to-door services, with Allenton (24.7%) the most commonly identified start point followed by Tinwald (19.3%).

In terms of **destination**, the town centre of Ashburton was by far the most popular destination, identified by over three quarters of respondents. Next-most popular were the shopping centres of Allenton (16.4%) and Tinwald (13.9%).

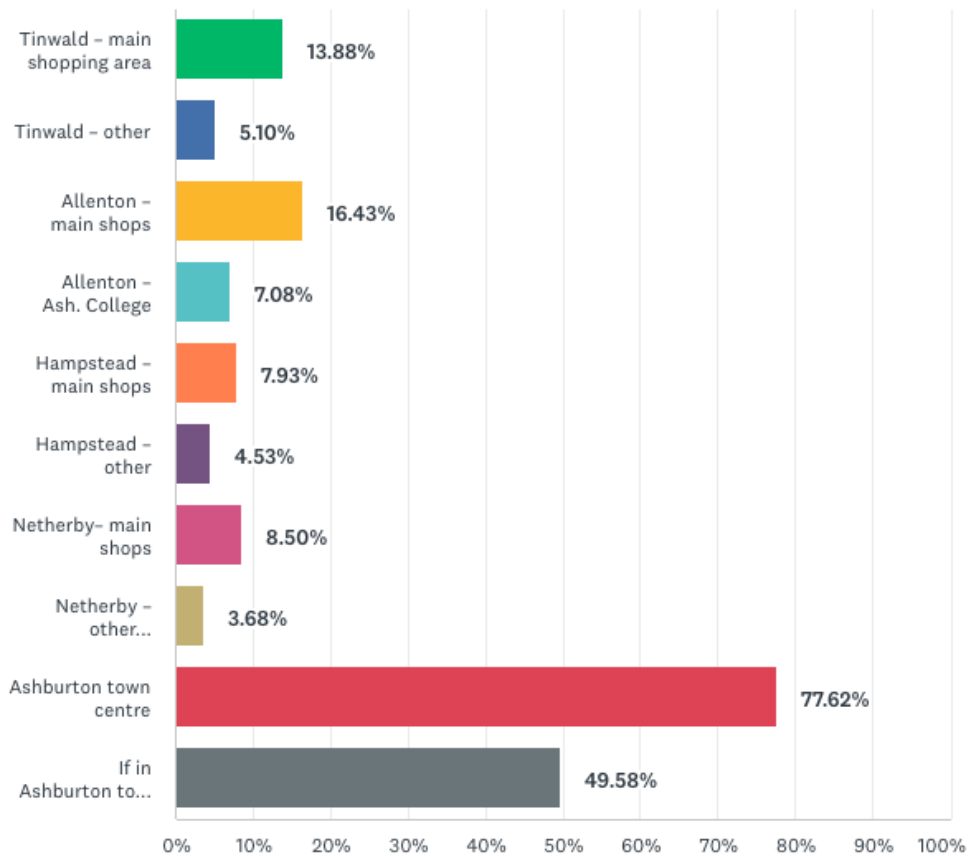
For those who specified a destination in the town centre (those counted in the grey bar at the bottom of the graph), the following destinations were identified, grouped geographically where they are very close to each other:

- Locations in the main street and immediate area for shopping, cafes, restaurants and bars, hairdressers, banking, cinema, Briscoes, Farmers, bookshops etc. (n=80)
- Library/ADC (n=29)
- New World / Mitre 10 / McDonalds / Harvey Norman etc (n=24)
- Supermarkets (n=23)
- K Mart (n=16)
- Various medical centres, dentists, physios, optometrists (n=14)
- Countdowns (Woolworths) (n=10)
- Warehouse and adjacent complex (n=8)
- EA Networks complex (n=6)
- Hospital (n=5)
- Art gallery (n=4)
- West St (esp. Cleavers) (n=4)
- MSA club (n=4)
- Domain (n=3)
- Friends’ homes (n=2)
- Ashburton Intermediate School (n=1)
- Ashburton Christian School (n=1)
- Ashford Village (n=1)

Most common desired trip starting point on public transport



Most common desired trip destination on public transport



5.2.7 Other feedback

The survey gave respondents the chance to offer other comments at the end of the survey. Some reiterated their responses to the question around transport challenges or what they would expect to pay for public transport. Other feedback was thematically analysed, and is summarised as follows, with some illustrative quotes provided.

- Affirmation of idea of some form(s) of public transport in Ashburton, and especially a bus option, especially important for older people and a town with growing elder population, for people with disabilities or socioeconomically disadvantaged, and important in connecting people with the things that uphold wellbeing (n=38)

"I work with clients who have medical reasons why they can't drive , are too young to be able to drive, can't afford a bike or car etc. They struggle to be able to get to the doctors' appointments, supermarkets, gyms, work, hospital, socialising when there is no one to take them or they can't afford petrol, or the weather is bad. A local bus/van on common bus routes would be so beneficial."

"I think these are some great options. I might not use them all now but as I grow older and my use of driving slows I would use. I have also just had an operation and can't drive for 2 weeks so it would be great to have transport options around town. It is also great for teenagers getting around."

- Want a public transport connection between Ashburton and Christchurch (and lesser extent Timaru) – including consideration of rail link (n=10)
- Council's priority should be fixing the state of roads, traffic flow, congestion and efficiency (n=8)

"Sort your roads out."

- Need a public transport link to Fairton, Hakatere, Lake Hood (n=7)
- Want a bus on a circular route (including past rest homes, medical centres) on a timetable, even just some days (n=6)
- Public transport is not a council responsibility and a waste of ratepayer money (n=6)

"NO PUBLIC TRANSPORT in Ashburton. Please spend the money on something else. PLEASE."

- Want My Way – type service like Timaru has (n=5)
- Demand would be too low for public transport to be viable (n=4)
- Need more taxis at night and at peak times (n=3)

- Ashburton needs a second bridge and SH bypass as soon as possible (n=3)
- Lime scooters and bikes would be the easiest public transport option to implement (n=3)
- Public transport needs to extend to rural towns (n=3)
- Public transport should be subsidised (n=3)
- Public transport needs to be accessible (n=2)
- Public transport should be user-pays (n=2)
- Help needs to be targeted to those who do not drive / have disabilities (n=2)
- Need more options so people can drink alcohol and get home safely (n=2)
- Any solution needs flexibility (n=2)
- Lack of public transport means some people cannot live an independent life (n=1)
- Help transporting bulky items would be useful (n=1)
- Council could look at a public – private partnership funding model (n=1)
- Make Ashburton more car-friendly and stop catering for cycles (n=1)
- Get Uber into Ashburton (n=1)
- Need enhanced promotion and enforcement of speed limit=s on town fringes (n=1)
- Do not want community / for-hire e-bikes and scooters (n=1)
- Would prefer more car parking (n=1)
- The taxi service is great (n=1)
- Taxis are too high off the ground to get in (n=1)Cycle safety in town should be improved (n=1)
- Public transport would reduce congestion (n=1)
- Public transport needs to be dog friendly (n=1)
- Taxi costs need to be reduced (n=1)

6. Discussion

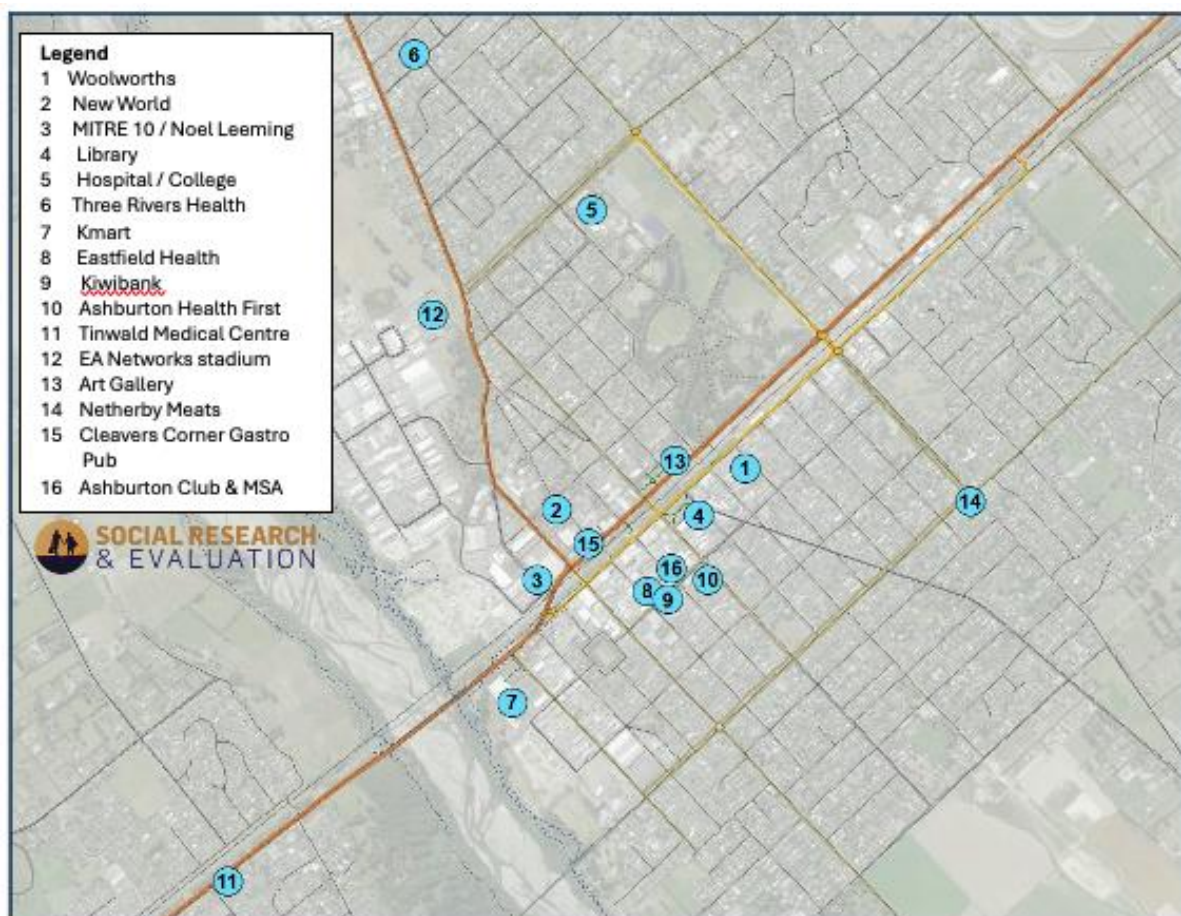
With 450 people taking the time to complete the public transport survey, there was clearly a high level of community engagement around the subject of public transport options for Ashburton. The researchers also experienced a strong willingness to engage in the research from a wide range of community stakeholders via interview or workshop. This is perhaps unsurprising given that transport barriers have been highlighted in various social and community research in Ashburton over many years (eg. Wylie, 2007, identifying service barriers for newcomers; Wylie, 2020, identifying transport barriers for frail older adults, young people, people with disabilities and the socially isolated).

Presented with a range of different bus/van public transport solutions, the survey identified a moderate level of demand for public transport within the town, with slight preference for a regular timetabled service using designated bus stops over a service akin to My Way in Timaru: the latter a much more expensive transport proposition. Just under a third of the survey respondents thought they would use a scheduled (timetabled with fixed pick-up/drop-off points) weekday bus service at least weekly, while two-fifths expected to never use such a service. Demand was lower for a service on Saturdays, with this apparently impacted by the large proportion of older respondents preferring to socialise and do their shopping/errands during the week. There did seem to be relatively strong demand for bus services connecting people with special events in the town (eg. A and P Show), while a reasonable proportion of respondents thought they would use a dining / entertainment bus at night, but this would be likely to amount to only infrequent use.

Lack of access to transport has long been identified in Ashburton as a barrier to service access, and a factor negatively impacting on wellbeing, particularly for Ashburton's most socioeconomically deprived residents and for people whose disabilities and income prevent them from driving but who do not qualify for Total Mobility. Because of the lack of public transport, it is common for health and social service workers to spend a portion of their time transporting clients, rather than delivering core services: this is an inefficient use of resource, but also means that services reach less clients / provide clients with a reduced service because of time spent "playing taxi".

When the survey in the present research asked respondents what difference public transport would make to the quality of their lives if available, reported mean differences were largest for people with psychiatric, psychological or learning disabilities and recent refugees, followed by recent migrants (especially Asian and Middle Eastern, Latin American or African migrants), followed by young people, echoing what health, social and community workers have been telling us for years. Of the survey respondents with learning and psychological / psychiatric impairments, 42.3% of those with learning disabilities had a Total Mobility card and only 31.8% of those with psychological / psychiatric impairments: while some may not qualify for Total Mobility, it is possible that a proportion of this population do not know about the scheme, or have been assessed as not needing it / meeting criteria for it. It would be worthwhile ECAN reminding Ashburton-based Total Mobility assessors of criteria and in which cases people with learning disabilities and psychological and psychiatric impairments do qualify for the scheme, and much more strongly promoting Total Mobility to health and social service providers in Ashburton, including Work and Income so that people who do meet the criteria are connected with the scheme.

Feedback from key informants consulted in the present research largely affirmed value in a trial of a weekday scheduled, fixed route bus service, as long as this was well-promoted, catered well to disabilities, connected to the key destinations identified in the following map, and utilised a fare structure similar and perhaps slightly higher than that used for Christchurch’s Metro bus service and that of other main centres. The trial would also need to run for long enough to enable behavioural change around transport to occur: for people to find the chance to try the service, find that it worked for them, and start considering the bus as a viable alternative means of making certain types of trips. Survey findings suggested that demand for bus / van public transport was stronger for people with disabilities, people aged 80 years and over, and refugees and migrants than other groups, affirming feedback from key informants interviewed as part of the research. However there was some level of demand from people wanting to bus to work and reduce their car use, and from young people keen to use the bus to get to extracurricular activities or work after school, or just to travel home. Low response rate from young people limited the capacity to interpret survey findings for this group, and especially young people of school age. Given strong promotion of the survey within Ashburton College though, this low response could also be interpreted as indifference.



Alongside scheduled bus/van services, there does appear to be some appetite for public e-scooters. The survey focused on low to no-cost e-scooters and did not explicitly explore appetite for commercial user-pays e-scooters such as those operated by Lime, Flamingo and several other companies, but a number of respondents made reference to these in their comments. Findings of the present research suggest that such a service within Ashburton town boundaries would be relatively well-used and

address some of the existing transport needs, and especially for young people, people who work in Ashburton and for people with disabilities (especially around mental health or with psychological or learning impairments) who do not drive but do not qualify for Total Mobility. A trial of such an operation could also be put in place without cost to Council.

Demand seemed to be higher for e-scooters than for public e-bikes. For around 14% of the survey respondents, cycling was one of the main ways they got around the town currently, a similar proportion as those cycling to school or work in the Council's Walking and Cycling Strategy survey in 2020. Approaches to encourage more people to cycle and to remove/address barriers around cycling (eg. access to affordable refurbished cycles through schemes similar to RAD in Christchurch (www.radbikes.co.nz), free adult bike skills classes like those delivered in Christchurch by a range of providers contracted to Christchurch City Council (<https://ccc.govt.nz/transport/getting-around/cycling/bike-skills-and-tips/bikeskills>)) utilising funding from Waka Kotahi, (potentially negatively impacted by recent policy changes) came through only very rarely in the present research. This is somewhat surprising for a largely flat town where many of the roads are wide and with good shoulders in place, and with separated cycle / pedestrian lane on its bridge. While not strongly highlighted in the present research, such solutions should be considered alongside public transport options. With a bike skills park under development at Ashburton Domain through efforts of Ashburton District Council, Safer Mid Canterbury and local service clubs, such initiatives seem timely (<https://www.ashburtondc.govt.nz/news/2023-news/new-bike-park-aims-to-grow-cycling-skills>). Safer Mid Canterbury already has an initiative in place securing bicycles for refugees who settle locally. Ashburton District Council's Operative District Plan (2022) highlighted sustainability as a consideration for long-term planning around public transport, and also highlighted the importance of efficient pedestrian links and cycleways as a key component in addressing transport needs.

The respondent group was representative of Ashburton's population in terms of ethnicity composition and prevalence of disability, but not in age. Further, it can be assumed that people would have felt more motivated to respond to the survey where they were more passionately for or against public transport solutions for the town, and not indifferent to it. It is therefore not appropriate to extrapolate from survey findings regarding level of use to anticipated numbers of users: applying the survey-suggested usage levels to population figures is highly likely to overstate use. What the survey does tell us, as does the feedback from those interviewed who have strong insights into either particular sectors of the population and their needs around transport or around transport per se, is that there is some level of demand for a range of options. A bus or van on a scheduled route with fixed stop times and pick-up/drop-off points and especially during weekdays, from around 8am to 5:30pm (to ensure usefulness for getting to and from school and work) is worthy of trialling. User-pays e-scooters or bikes are likely to meet other needs at no cost to Council. The majority of users of public transport options are likely to be erring on the side of infrequent use, so there is a much stronger case for a bus/van service using one or two vehicles continually travelling on a circuit than multiple bus routes services by several vehicles. With preference for buses/vans that collect users from designated stops rather than for users to have to pre-book their ride, findings point more strongly to a contracted service than a Community Vehicle Trust – type service, reliant on volunteer drivers: feedback regarding volunteering capacity in Ashburton is highly relevant. For a bus service to work, it needs to be reliable. Another option could be a Community Vehicle Trust model utilising paid drivers, if possible.

A trial of a community van within the Ashburton township in 2021 proved to be complex as funding grants are provided to service the population outside the areas of public transport networks. The taxi company receives the Total Mobility funding grant from ECAN to operate within the township, so reportedly the Community Vehicle Trust could only receive a grant to operate in areas outside this even though prospective users of the van lived within the town. In Timaru, Total Mobility users have a choice of providers through which they can access 75%-subsidised fares – Driving Miss Daisy and Timaru Taxis, while Timaru Metro offers timetabled buses between Temuka and Timaru on weekdays as well as the bookable My Way service. In comparison, Ashburton seems short-changed in its public transport options.

Ashburton Taxis hold the only Total Mobility contract in the district, and feedback regarding how this is working was largely positive. In 2023, the 641 Total Mobility users in Ashburton District took over 13,000 trips on the scheme, with 9.5% of the trips made by wheelchair users. For the most recent satisfaction survey for Total Mobility across Canterbury, 2022, satisfaction levels in Ashburton had increased to a high level, with 97% of the Ashburton respondents satisfied or very satisfied with the service. It would be great to see additional wheelchair vans added to their fleet to increase capacity, and it seems that in peak times, late at night and in wet weather, demand exceeds supply.

Based on the findings of the present research, introduction of a bus service to Ashburton is unlikely to negatively impact on the taxi service. Older adults who can no longer drive and have a Total Mobility card appear to enjoy the service the taxi drivers afford them, not only getting them to where they want to go in a door-to-door fashion but also helping load and unload their shopping, helping them access buildings and the like, and generally providing a relatively holistic service. Travel within Ashburton would fall within the parameters of full the 75% subsidy rate. For people with disabilities who do not qualify for Total Mobility, many are on low incomes, and are unlikely to be able to afford to use taxis except on rare occasions. The same is true for young people, and for at least some migrants who do not drive. Given that the taxi service appears over-subscribed a lot of the time, redirecting some passengers to public transport is likely to free up their capacity to meet the needs of Total Mobility users, to pick up people choosing to avoid drinking and driving and people who use/prefer to use taxis for other reasons, including those who really value and need the personalised service that taxi drivers are able to provide.

It is clear from the present research that there are strong feelings opposing more than minimal ratepayer contribution to any public transport solutions. A key reason why many older adults in Ashburton do not / prefer not to drive into the town centre or across SH1 is that the main roads carry high traffic volumes and some intersections are perceived as complex to navigate. Frustration with levels of congestion on SH1 through town is clearly high, and many people want to see a second bridge and/or a bypass through the town: some of the survey respondents were keen for this to be Ashburton District Council's priority ahead of public transport. The project has fortunately been retained in the Draft Government Policy Statement on land transport, published in March 2024, with the statement *"The Government has identified a number of other projects it wants to progress in this GPS period. These include a number of Roads of Regional Significance, such as the Second Ashburton Bridge "* (p. 12, Te Kāwanatanga o Aotearoa, March 2024). Addressing traffic volumes and congestion through the town was seen to indirectly address transport need for some sectors of the population. Reduced traffic volumes would make the town more appealing / safer for cyclists and would be easier for older drivers

who are nervous / have lost confidence at the wheel or are suffering reduced mobility. Others want to see rates spent on improving the condition of roads and footpaths. Again, such improvements are likely to make the town more walkable and bikeable, addressing transport barriers for some, though road works in themselves also seem to be a source of considerable frustration for some members of the community.

Any public transport solution for Ashburton is likely to be more favourably received if it requires minimal financial input from Council rates and can be enabled through a combination of user pays, regional council (ECAN) and any other available central government resourcing via Waka Kotahi.

As indicated earlier, the present research identified a willingness to pay more for public transport options than is charged for the buses in either Greater Christchurch or Timaru. Survey findings indicated that the mean expected cost per trip for community-e-scooters or bikes was around \$4.60-4:80, with some respondents expecting this to be free, but a large number suggesting this should be user-pays, in line with costs of Lime scooter or bike hire elsewhere. Mean expected costs for a bus to / from special events in Ashburton was just under \$5, for a bus on a designated route on weekdays \$4.60 and around \$4.80 for a My Way -type bus that is booking based and door to door. Expected bus rates were similar for weekends, while for an evening bus service to access dining and entertainment was expected to cost around \$6.25 on average. Potential users seem prepared to pay a larger proportion of the real costs of public transport in Ashburton, with Council therefore needing to pay less (if public transport is put in place) than is the case in other nearby centres.

References

- Age Concern New Zealand. (n.d.). *Age Concern Ashburton Services*. Retrieved March 10, 2024, from https://www.ageconcern.org.nz/Public/Public/Around_NZ/Ashburton.aspx
- Ashburton District Council. (2018, October 11). *Submission Draft Canterbury Regional Public Transport Plan 2018-2028*. Retrieved March 14, 2024, from https://www.ashburtondc.govt.nz/data/assets/pdf_file/0020/4196/ADC-Submission-to-Regional-Public-Transport-Plan.pdf
- Ashburton District Council. (2020, February). *Ashburton District Walking and Cycling Strategy*. Retrieved March 14, 2024, from https://www.ashburtondc.govt.nz/data/assets/pdf_file/0028/25759/Walking-and-Cycling-Strategy-Abley-Report.pdf
- Ashburton District Council. (2020). *Ashburton District Walking and Cycling Strategy 2020-2030 Our Place: Our Strategy*. Retrieved March 14, 2024, from https://www.ashburtondc.govt.nz/data/assets/pdf_file/0011/33401/14699-Finalise-Walking-and-Cycling-Strategy-for-publish-compressed.pdf
- Ashburton District Council. (2022). *Operative District Plan - Transport*. Retrieved March 2, 2024, from https://www.ashburtondc.govt.nz/data/assets/pdf_file/0018/5049/10-Transport.pdf
- Ashburton District Council. (2023, July). *2022/23 Annual Residents Survey*. Retrieved March 15, 2024, from https://www.ashburtondc.govt.nz/data/assets/pdf_file/0032/76964/2022-23-Annual-Residents-Survey.pdf
- Ashburton Returned Services Association. (n.d.). *Facilities*. Retrieved March 4, 2024, from <http://www.ashburtonrsa.co.nz/facilities/>
- Beckley Coachlines. (n.d.). Retrieved March 2, 2024, from <https://www.beckleycoachlines.co.nz/>
- Canterbury District Health Board. (n.d.). *Ashburton Health Shuttle Service*. Retrieved March 16, 2024, from <https://www.cdhb.health.nz/wp-content/uploads/da570a30-ashburton-health-shuttle.pdf>
- Community Vehicle Trust. (n.d.). *Community Vehicle Trust Mid Canterbury Connector*. Retrieved March 7, 2024, from <https://www.communityvehicletrust.org.nz/vehicle-trusts-across-canterbury/ashburton-mid-canterbury-connector/>
- Community Vehicle Trust. (2024). *Geraldine Community Vehicle Trust*. Retrieved March 16, 2024, from <https://communityvehicletrust.org.nz/vehicle-trusts-across-canterbury/geraldine/>
- Community Vehicle Trust. (2023, July). *Shoppers Bus Rangiora*. Retrieved March 15, 2024, from https://www.communityvehicletrust.org.nz/wp-content/uploads/2023/09/NCMBT_Bookmark-DL_JULY-2023_PRINT.pdf
- Eldernet (n.d.). Elizabeth Street Day Centre. Retrieved March 2, 2024, from https://www.eldernet.co.nz/Facilities/Day_social_programmes/Elizabeth_Street_Day_Centre/Service/DisplayService/FaStID/10567
- Environment Canterbury. (2021). *Total Mobility Customer Satisfaction Survey Research Report*.
- Environment Canterbury. (2022). *Total Mobility Customer Satisfaction Survey Research Report*.
- Environment Canterbury. (2021, June). *Summary report: Timaru trial of on-demand public transport. Report number R21/40*.
- Mid Canterbury School Transport Service. (n.d.). Retrieved March 14, 2024, from <https://mcsts.co.nz/>

- Office for Senior Citizens. (2004). *Coping without a Car*. New Zealand Institute for Research on Ageing. Retrieved March 18, 2024, from <https://www.msd.govt.nz/documents/about-msd-and-our-work/publications-resources/research/coping-without-a-car/coping-without-a-car-full-report.pdf>
- Selwyn District Council. (n.d.). *Bus Services in Selwyn*. Retrieved March 15, 2024, from <https://www.selwyn.govt.nz/services/roads-And-transport/using-the-road/selwyn-bus-services>
- Selwyn District Council. (n.d.). *E Scooters*. Retrieved March 15, 2024, from <https://www.selwyn.govt.nz/services/roads-And-transport/using-the-road/e-scooters>
- Te Kāwanatanga o Aotearoa (2024) Draft Government Policy Statement on land transport 2024-34 – consultation draft – not Government policy, Te Kāwanatanga o Aotearoa New Zealand Government
- Via Transportation Incorporated. (2020, November 26). *Technology milestone will expand access to on-demand public transport in Queensland*. Retrieved March 15, 2024, from <https://ridewithvia.com/news/technology-milestone-will-expand-access-to-on-demand-public-transport-in-queensland>
- Via Transportation Incorporated. (2021, November 5). *Keoride On Demand Transport celebrates its four-year anniversary and introduces new fully accessible vehicles in the Northern Beaches*. Retrieved March 15, 2024, from <https://ridewithvia.com/news/keoride-on-demand-transport-celebrates-its-four-year-anniversary-and-introduces-new-fully-accessible-vehicles-in-the-northern-beaches>
- Waimakariri District Council. (2021). *Let's Talk About the e-Scooter Trial*. Retrieved March 16, 2024, from <https://letstalk.waimakariri.govt.nz/e-scooter-trial>
- Waimakariri District Council. (2024). *E Scooter Survey*. Retrieved March 15, 2024, from <https://letstalk.waimakariri.govt.nz/waimakariri-district-e-scooter-survey-2024>
- Waimate District Resource Trust Incorporated. (n.d.). *Waimate Community Vehicle*. Retrieved March 16, 2024, from <https://www.communitylinkwaimate.org/community-vehicle>
- Waka Kotahi. (2024). *Funding Assistance Rates for the 2021-24 National Land Transport Programme*. Retrieved March 26, 2024, from <https://www.nzta.govt.nz/planning-and-investment/planning-and-investment-knowledge-base/202124-nltp/202124-nltp-funding-assistance-rates/funding-assistance-rates-for-the-2021-24-national-land-transport-programme/normal-funding-assistance-rates/>
- Wylie, S. (2007). *Research into Needs of and Issues Relating to Newcomers and Migrants to the Ashburton District: Prepared for Ashburton Neighbourhood Support and Ashburton District Safer Community Council*. Unpublished manuscript, Ashburton Neighbourhood Support and Ashburton District Safer Community Council.
- Wylie, S. (2020). *Community and social recovery needs and capacities in Ashburton District in Covid-19 times: Report prepared for Safer Mid Canterbury and Ashburton's Caring for Communities Welfare Recovery Group September 2020*.
- Wylie, S. (2021) *Ashburton District Covid-19 Welfare Response and Recovery Needs: Follow-up research to wellbeing and recovery need study undertaken in mid-2020*.

Appendix A

Demand for different transport options – Survey findings

	NEVER	3 TIMES+ PER WEEK	1-2 TIMES PER WEEK	ONCE EVERY 2-4 WEEKS	LESS THAN ONCE A MONTH	TOTAL
Community e-bike (low / no cost)	65.00% 260	9.50% 38	8.00% 32	8.25% 33	9.25% 37	400
Community e-scooter (low / no cost)	60.86% 241	12.37% 49	10.10% 40	7.58% 30	9.09% 36	396
Van or bus with designated pick-up / drop-off points to get to specific large community events (eg. A & P Show, Market day, Waitangi Celebrations)	37.98% 158	9.86% 41	13.22% 55	12.02% 50	26.92% 112	416
Shopper's bus / van to/from main shopping areas in town centre and suburban areas of Ashburton - weekday mornings - regular pick-up / drop-off points through township	40.48% 168	13.25% 55	18.80% 78	11.81% 49	15.66% 65	415
Shopper's bus / van to/from main shopping areas in town centre and suburban areas of Ashburton - weekday afternoons - regular pick-up / drop-off points through township	41.41% 164	11.87% 47	20.45% 81	13.38% 53	12.88% 51	396
Shopper's bus / van to/from main shopping areas in town centre and suburban areas of Ashburton - weekday mornings - pre-book door-to-door within township	50.78% 195	10.16% 39	15.10% 58	8.07% 31	15.89% 61	384
Shopper's bus / van to/from main shopping areas in town centre and suburban areas of Ashburton - weekday afternoons - regular pick-up / drop-off points through township	44.90% 176	11.48% 45	18.37% 72	11.22% 44	14.03% 55	392
Shopper's bus / van to/from main shopping areas in town centre and suburban areas of Ashburton - Saturdays - regular pick-up / drop-off points through township	49.74% 190	7.07% 27	15.71% 60	12.30% 47	15.18% 58	382
Shopper's bus / van to/from main shopping areas in town centre and suburban areas of Ashburton - Saturdays - pre-book door-to-door within township	56.23% 212	6.10% 23	10.61% 40	13.00% 49	14.06% 53	377
Dining and entertainment bus / van from various pick-up/drop-off points through town, running to centre of Ashburton town in evenings - Friday-Saturday	40.31% 156	5.68% 22	11.37% 44	18.86% 73	23.77% 92	387
Increase number of existing Taxi / taxi vans- Total Mobility	57.22% 214	5.61% 21	8.02% 30	10.96% 41	18.18% 68	374
More wheelchair taxi vans - Total Mobility	81.52% 300	3.26% 12	2.72% 10	3.80% 14	8.70% 32	368
Existing Taxi / taxi van- Ministry of Education	79.61% 289	5.51% 20	2.75% 10	3.58% 13	8.54% 31	363
Existing Taxi - full fare	61.48% 225	3.83% 14	2.73% 10	6.28% 23	25.68% 94	366
Existing courtesy vans	56.55% 203	5.85% 21	3.62% 13	8.08% 29	25.91% 93	359
Van / bus to and from schools in Ashburton township from key drop-off / pick-up points throughout township	75.68% 280	11.89% 44	3.24% 12	3.78% 14	5.41% 20	370
Car or van available for trip-by trip use by individuals, whānau/families or community groups	66.21% 243	5.72% 21	5.72% 21	5.72% 21	16.62% 61	367

8. Eastfields Investments Limited – Request for Extension of Development Contribution Capacity Credits

Author *Andy Guthrie; Assets Manager*
Executive Team Member *Neil McCann; GM Infrastructure and Open Spaces*

Summary

- The purpose of this report is to seek Council consideration of a request to extend the “life” of capacity credits as they relate to the Eastfields Investments development site.
- Capacity credits are expressed in terms of Household Unit Equivalents (HUEs) and are a way of recognising the previous development on any given site and are eventually applied when an assessment of Development Contributions (DCs) payable, is carried out on a new development at the same site.
- Under the current policy, [Development & Financial Contributions 2021](#) (refer section 2.5), capacity credits are considered to expire if the redevelopment of a given site takes place after 5 years. This period can be extended by Council.
- Council officers have previously confirmed that 13 capacity credits remain applicable to the Eastfield Investment site. In accordance with Council’s current policy these credits will expire on 21 August 2024.

Recommendation

- 1. That** Council approves a 5 year extension for the capacity credits, being 13 HUEs applicable to the Eastfield Investments site, until 21 August 2029.

Attachment

Appendix 1 Correspondence from Eastfield Investments

Background

The current situation

1. Capacity credits are expressed in terms of Household Unit Equivalents (HUEs) and are a way of recognising the previous development on any given site and are eventually applied when an assessment of Development Contributions (DCs) payable, is carried out for a new development at the same site.
2. Under the current policy, [Development & Financial Contributions 2021](#) (refer section 2.5), capacity credits are considered to have expired if the redevelopment of a given site takes place after 5 years from when the existing buildings were removed or demolished. This period can be extended by Council.
3. Eastfield Investments are the developers for the Eastfield Precinct. They currently have capacity credits of 13 HUEs applying to the site.
4. In accordance with Council's current policy these credits will expire on 21 August 2024.
5. These credits only realise a value when they are applied to an assessment of development contributions payable for a future development at the site. If applied under the current policy they have a value of \$58,201¹ inclusive GST.
6. Eastfield Investments has written to Council formally requesting an extension to the date of expiry. No information has been provided in regard to any future development timing.
7. Officers have considered the request and for the purposes of a recommendation landed on a 5 year extension but if Council was of a view that an extension is appropriate, it could settle on another duration of extension.

Options analysis

Option one – Decline the request for extension.

8. Under this option, the request for extension will be declined.
9. Unless a consent for a new development at the site is lodged before 21 August 2024 (to trigger a DC assessment), the capacity credits will no longer apply.

Advantages: <ul style="list-style-type: none">• Aligns with intent of policy.	Disadvantages: <ul style="list-style-type: none">• Opportunity to support key development in CBD lost.
Risks:	

¹ Under the proposed Development & Financial Contributions Policy 2024, this value reduces to \$52,338.

- Council may receive adverse comment in media.

Option two – Approve an extension of 5 years.

10. Under this option, the request is approved for a 5 year period.

<p>Advantages:</p> <ul style="list-style-type: none"> • Provides an opportunity for the developers to progress future development at the site. 	<p>Disadvantages:</p> <ul style="list-style-type: none"> • None identified.
<p>Risks:</p> <ul style="list-style-type: none"> • May result in further requests for similar extensions from other developers. 	

Option three – Approve an extension of alternate duration.

11. Under this option, the request is approved for an alternate timeframe of Council’s choosing.

<p>Advantages:</p> <ul style="list-style-type: none"> • Provides an opportunity for the developers to progress future development at the site. 	<p>Disadvantages:</p> <ul style="list-style-type: none"> • None identified.
<p>Risks:</p> <ul style="list-style-type: none"> • May result in further requests for similar extensions from other developers. 	

Legal/policy implications

ADC Policy

12. This matter is being considered under the [Development & Financial Contributions 2021](#) (refer section 2.5). Specifically:

Requests to extend a capacity credit beyond five years will be considered by Council or a standing committee with appropriate delegated authority.

13. The justification for an expiry of capacity credits in the original policy is likely due to ease of administration.

14. This particular instance has differed due to high profile nature of the site and early discussions on development contribution assessments for the first initial developments on the site.

Shareholding

15. For completeness, it is noted that Council is a shareholder of Eastfield Investments Limited. Its total shareholding is 32.09%. If Council adopts the officer's recommended option, then Council (in its capacity as a shareholder of Eastfield Investments) will benefit from this decision.
16. Under clause 2.5 of the Development & Financial Contributions Policy, only Council can make a decision on whether to grant an extension. As with any decision it makes, Council's decision on the officers' recommendation must be robust, equitable and undertaken in accordance with Council's obligations under the Local Government Act 2002, including:
- a. The principles relating to local authorities in section 14 of the Act, which include operating in an open and transparent manner and promoting the social, economic, cultural and environmental well-beings of its community; and
 - b. Its decision-making and accountability obligations under Part 6 of the Act, including assessing all reasonably practicable options and consider community views.
17. Officers have assessed Eastfield Investments' request on its merits and further advise that, if the Eastfield Investments site had been privately owned, officers would have made the same recommendation to Council to grant this extension.

Climate change

18. Not applicable.

Review of legal / policy implications

Reviewed by In-house Counsel

Tania Paddock; Legal Counsel

Strategic alignment

19. The recommendation relates to Council's community outcome of **a prosperous economy based on innovation and opportunity** *He ōhaka whai rawa i ruka i te aroka hou me te whai āheika* because the decision to provide an extension would be considered to be “..enabling and business friendly...”

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	This decision in effect provides a financial benefit to new development in the CBD.
Environmental	×	
Cultural	×	
Social	×	

Financial implications

Requirement	Explanation
What is the cost?	This decision does not impose any costs upon Council
Is there budget available in LTP / AP?	Not Applicable.
Where is the funding coming from?	Not Applicable.
Are there any future budget implications?	Not Applicable.
Reviewed by Finance	Erin Register; Finance Manager.

20. The value of the credit based on the current Development and Financial Contributions Policy is \$58,201² inc GST.

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Rationale for selecting level of significance	N/A
Level of engagement selected	1. Inform – One way communication
Rationale for selecting level of engagement	This matter is routine function of policy administration. There is no requirement for wider consultation and would simply be reported as part of Council normal business.
Reviewed by Strategy & Policy	Mel Neumann; Policy Advisor

² Under the proposed Development & Financial Contributions Policy 2024, this value reduces to \$52,338.

Appendix 1



Eastfield Investments

C/- Brophy Knight Limited, PO Box 314, Ashburton 7740, Phone 03 307 9051

3 May 2024

Ashburton District Council
PO Box 94
ASHBURTON 7740

Leanne.Macdonald@adc.govt.nz

Re: Development Contribution HUE Credit Extension

The Eastfield Investments 13 HUE capacity credits expire on 21 August 2024.

As the development projects on the site have not eventuated at this stage, we wish to apply for an extension to the expiry date.

Yours faithfully

A handwritten signature in blue ink, appearing to read "BJ Adam".

B J Adam

9. Representation Review – Initial Proposal

Author	<i>Mel Neumann; Policy Advisor</i>
Activity Manager	<i>Mark Low; Strategy & Policy Manager</i>
Executive Team Member	<i>Toni Durham; GM Democracy & Engagement</i>

Summary

- Council is required to undertake a representation review every six years, with the last review being done in 2018.
- The purpose of this report is for Council to resolve an Initial Proposal for consultation.
- The Initial Proposal largely follows the status quo, with two boundary changes proposed – one the Methven Community Board boundary, and one to the Ashburton/Eastern Ward boundary. It is also proposed to reduce the number of elected members to the Methven Community Board to four from five.
- Consultation on the Initial Proposal will be undertaken from 13 June – 21 July.
- If submissions are received, Council will hold a hearing and consider any changes to adopt a Final Proposal. If no submissions are received or no changes are made, the Initial Proposal will become the Final Proposal.

Recommendation

1. **That** Council receives the report.
2. **That** Council receives the community feedback from the ‘Vocal about Local’ early engagement held from 22 November to 17 December 2023 (See Appendix 4).
3. **That** Council resolves the following as the Initial Proposal for the representation arrangements for the next triennial election of the Ashburton District Council and Methven Community Board, to be held on 11 October 2025:
 - a. The Council is made up of 9 members elected from the three wards, plus the Mayor
 - b. The three wards will reflect the following identified communities of interest:

Ashburton Ward – the areas around and including Ashburton town and the area of Lake Hood which are serviced or have the potential to be serviced in the medium future.

Western Ward – the inland portion of the rural area of Ashburton District.

Eastern Ward – the seaward portion of the rural area of Ashburton District.

The boundaries for the Ashburton Ward and Eastern Ward is proposed to be altered, to remove an area from the Eastern Ward and include it in the Ashburton Ward. The development around Trevors Road will be included in the Ashburton Ward because it is believed that residents in this area have a stronger community of interest with the Ashburton Ward than the Eastern Ward, and therefore should be voting for Ashburton Ward representation. The properties in this area are also receiving similar services and being rated in a similar way to properties in the Ashburton Ward.

Please refer map attached indicating proposed boundaries.

- c. The population that each member will represent is as follows:

Ward	Population	Members	Ratio
Ashburton Ward	21,220	5	4,244
Eastern Ward	7,640	2	3,820
Western Ward	7,860	2	3,930
Total	36,720	9	4,080

- d. There will be one Community Board. The Community Board will be the Methven Community Board and will be representative of the services delivered to residential and commercial areas of Methven.

The Methven community will elect four members and have two appointed members. The Council's appointed members will be the two Western Ward councillors. The number of elected members on the Methven Community Board is proposed to be reduced from five to four. A total membership of six (including two appointed members) is considered to be fair and effective representation for a community of this size, and will promote contested elections.

The boundary for the Methven Community Board is proposed to be extended to include properties on the periphery of the current Methven Community Board Boundary. These properties are considered to be part of the Board's community of interest and receive a benefit from the Community Board. Therefore, electors within the area should have the right to be represented by the Board and vote for their membership.

Refer map attached indicating proposed boundaries.

Attachments

- Appendix 1** Initial Proposal Consultation Document
- Appendix 2** Draft public notice
- Appendix 3** Current and proposed boundary maps
- Appendix 4** 'Vocal about Local' early engagement feedback

Background

The current situation

1. Council is required to conduct a representation review at least once every 6 years. The last representation review was done in 2018, for the 2019 local body elections. The next local body elections are to be held on 11 October 2025.

About representation reviews

2. Representation reviews give the community an opportunity to consider if the existing representation arrangements are efficient and effective. This means looking at the number of councillors and how they are elected, the existence of wards (and their boundaries), community boards, and Māori wards.
3. More information regarding the representation review process is provided under the 'legal/policy implications' section.

Pre-engagement

4. The early engagement 'Vocal about Local' consultation document was adopted by Council on 15 November and consultation with the community took place from 22 November to 17 December 2023.
5. In response to the early engagement we received a total of 56 responses. The following shows the general feedback we received:
 - 72% of respondents said they feel the community is well represented by the current number of Councillors (9)
 - 53% said they prefer the ward system for electing councillors (27% said at large, and 20% said a mix of both)
 - 78% said they support the number of councillors representing each ward
 - 82% said they support the current ward boundaries
 - 78% said they support the current ward names (Ashburton, Eastern & Western)
 - 60% said they would not support the merging of the Eastern & Western Wards (and maintaining the Ashburton Ward)
 - Respondents were generally supportive of retaining the Methven Community Board
 - Feedback was mixed on the topic of Māori Representation

The feedback received is attached to this report in appendix 3.

6. As part of the early engagement the district's Representation Review and options for Māori representation were discussed at a hui with Aoraki Environmental Consultancy (AEC). As a result of that conversation the request was made to prepare a more detailed document on the scenarios to be presented to the Rūnaka for a further conversation.

The early engagement feedback provided by the community will be included in this document.

7. Under the current Local Electoral Act 2001, the Council is unable to implement a Māori ward due to not meeting the current threshold in the Act, despite these being relaxed under the previous government. The current government is expected to reintroduce the requirement for a poll on Māori wards, should this situation change in the future.

Review timeline

8. The following table shows the steps and dates for this representation review. Completed steps are highlighted in green. The timeline for this representation review has been developed to comply with legislation.

Date	Stage
October-November-December 2023	Early engagement (Community & Rūnaka) - <i>complete</i>
15 November 2023	Council meeting – early engagement document approved - <i>complete</i>
22 November – 17 December 2023	Early engagement - <i>complete</i>
January – May 2024	Process early engagement and develop Initial Proposal - <i>complete</i>
5 June 2024	Resolution of Initial Proposal (<i>today</i>)
13 June 2024	Public notice on Initial Proposal
13 June – 21 July 2024	Consultation on Initial Proposal
8 August 2024	Council hearing on submissions (if required) and Final Proposal developed
4 September 2024	Council resolution on Final Proposal (if required)
By 12 September 2024	Public notice on Final Proposal
Sept/October 2024	Appeals/objections period (if required)
No later than 3 December 2024	Public appeals/objections to Final Proposal due (if required)
20 December 2024	Latest date that appeals/objections can be forwarded to the Local Government Commission

Date	Stage
No later than Thursday 10 April 2025	Determinations by Local Government Commission on representation arrangements review

Council consideration

9. Council held a workshop on 17 April to discuss the feedback received through early engagement, and to give direction on what might be included in the Initial Proposal. This direction has been reflected in the next section of this report, as well as the Initial Proposal included in Appendices 1 and 2 (consultation document and draft public notice) attached to this report.

Proposed changes to current representation arrangements

10. There are a few proposed changes to the current representation arrangements that are included as part of this initial proposal. This includes:
 - alterations to the Ashburton and Eastern Ward boundaries,
 - an extension of the Methven Community Board Boundary
 - a reduction in the Methven Community Board elected membership.

11. The Initial Proposal includes a change to the Ashburton and Eastern Ward boundaries, as shown in the maps attached in Appendix 3. The change moves an area off Trevors Road where recent growth has occurred, from the Eastern Ward into the Ashburton Ward. This change is proposed because it is believed that residents in this area have a stronger community of interest with the Ashburton Ward than the Eastern Ward, and therefore should be voting for Ashburton Ward representation. The properties in this area are also receiving similar services and being rated in a similar way to properties in the Ashburton Ward.

12. The Initial Proposal also includes proposed changes to the Methven Community Board. The boundary would be extended to include properties on the periphery of the current Methven Community Board Boundary. These properties are considered to be part of the Board's community of interest and receive a benefit from the Community Board. Therefore, electors within the area should have the right to be represented by the Board and vote for their membership. This change can be seen in the maps attached in Appendix 3.

13. Under the Initial Proposal the Methven Community Board membership is proposed to reduce from the current seven to a total of six members - four of which will be elected and two of which will be appointed (the two Western Ward Councillors). A total membership of six (including two appointed members) is considered to be fair and effective representation for a community of this size, and will promote contested elections.

14. In the areas where no changes have been made to our representation arrangements as part of the Initial Proposal, it is considered that the status quo arrangement is appropriate. These areas of the representation arrangements where the status quo is proposed to continue are:

- Number of councillors (total of 9 councillors, 5 representing Ashburton Ward, 2 representing Eastern Ward and 2 representing Western Ward)
- No change in the Western Ward boundary
- Election system (elected by ward)
- Three wards and their names (Ashburton, Eastern and Western Wards)
- One Community Board (Methven Community Board)

Options analysis

Option one – Resolve the Initial Proposal as recommended

15. Council could resolve the Initial Proposal as set out in the recommendation. This is the recommended option.

<p>Advantages:</p> <ul style="list-style-type: none"> • This option is in line with the feedback received through the early engagement, and the consideration given by Council at the workshop 	<p>Disadvantages:</p> <ul style="list-style-type: none"> • Proposal may not meet the preferences of some electors
<p>Risks:</p> <ul style="list-style-type: none"> • An initial proposal that does not meet the expectations of all persons may eventually be appealed or objected to the Local Government Commission for a final decision. However this is the process allowed for under the Local Electoral Act. 	

Option two – Resolve a different Initial Proposal

16. Council may choose to make amendments to the Initial Proposal before resolving it. This is not the recommended option.

<p>Advantages:</p> <ul style="list-style-type: none"> • Identified improvements will be incorporated into the initial proposal 	<p>Disadvantages:</p> <ul style="list-style-type: none"> • This option may not be in line with feedback received through early engagement • This option is not in line with direction given by Council at the workshop
<p>Risks:</p> <ul style="list-style-type: none"> • There is a risk that last minute updates may impact on meeting our compliance with legislation (e.g. +/-10% rule), as officers may not have had sufficient time to consider implications of proposed changes. It may also impact representation review timeframes, which could impact our ability to meet the legislative deadlines. 	

Legal/policy implications

Representation review process

17. The review process in brief, as provided by the Local Government Commission:
- A council's initial representation review proposal must be publicly notified no later than 8 August in the year before an election.
 - Any person or organisation can make a submission on a council's proposal. If a council receives no submissions, the proposal becomes the basis for election at the next triennial election and the council gives public notice accordingly.
 - If the council receives submissions, it considers these and may change its proposal as a result. If a person or organisation who made a submission is not satisfied with the council's amended final proposal, they can appeal against it. Alternatively, if a council changes its proposal, any person or organisation (whether or not they made a submission) may object to those changes.
 - If there are no appeals or objections, the proposal becomes the basis of election at the next triennial election and the council must give public notice accordingly.
 - If a council receives any appeal or objection, it must refer its proposal to the Local Government Commission for determination along with the appeals and objections received. The Local Government Commission's determination is final and becomes the basis for election at the next triennial election.

Local Electoral Act 2001 (LEA)

18. The Representation Review process is governed by the [Local Electoral Act 2001](#) (the Act) with the Local Government Commission acting as the authority charged with making the final decision on arrangements. Statutory requirements are extensive and are provided for in the Act, with the review process set out in section 19H to 19Z of the Act. The Act prescribes the dates by which the various steps in the review process must occur, Therefore, it is critical that Council and officers adhere to the dates provided in the 'Review timeline' section of this report.
19. In terms of the Initial Proposal, Council is required ([under section 19M](#)) to undertake one month formal consultation period.
20. The [Local Government Electoral Legislation Act 2023](#) contains date changes for the Representation Review process and amendments relating to the establishment of Māori wards and constituencies, however their implementation is delayed until after the 2025 local elections.

Local Government Act 2002 (LGA)

21. Further statutory requirements are provided for under the [Local Government Act 2002](#), in particular s.14 which requires councils to:

- make itself aware of, and have regard to, the views of all its communities
- take account of the diversity of the community's interests
- provide opportunities for Māori to contribute to decision-making processes.

Climate change

22. Council’s representation arrangements should not have a direct impact on climate change.

Review of legal / policy implications	
Reviewed by In-house Counsel	Tania Paddock; Legal Counsel

Strategic alignment

23. The recommendation relates to Council’s community outcome of ‘Residents are included and have a voice’, Ka whai wāhi, ka whakaputa korero kā kainoho, because the Initial Proposal aims to ensure fair and effective representation.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	Having suitable representation arrangements will contribute to all four well-beings for the community, including enabling democratic representation and decision-making.
Environmental	✓	
Cultural	✓	
Social	✓	

Financial implications

Requirement	Explanation
What is the cost?	Costs involved with consultation
Is there budget available in LTP / AP?	Yes, covered by existing budgets
Where is the funding coming from?	Funding to come from existing budgets - Strategy & Policy, Communications & Governance Teams
Are there any future budget implications?	Should the proposed changes be agreed, they will not significantly impact budgets. Elected Member Remuneration is set by the Remuneration Authority.
Reviewed by Finance	-

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Medium
Rationale for selecting level of significance	The community are likely to be interested in this decision as representation reviews only occur once every six years and impacts on whether people are fairly and effectively represented. However, the impacts are low as only minor changes are being proposed. Proposed change may be of high interest to the specific areas impacted.
Level of engagement selected	3. Consult
Rationale for selecting level of engagement	As discussed in point 19 of this report, Council is legally required under the Local Electoral Act to consult on the Initial Proposal, and give opportunity for submitters to be heard.
Reviewed by Strategy & Policy	Mark Low; Strategy and Policy Manager

Appendix 1 - Draft proposal

Vocal about Local

Ashburton District Council's Representation Review 2024 – Initial (Draft) Proposal

We are reviewing our representation arrangements in the district for the 2025 elections, and we invite your submissions on the proposal. This booklet includes a copy of the initial proposal (on pages 5 - X) and a feedback form for you to have your say (on the back page).

We are accepting your submissions until 21 July 2024.

What's this all about?

We are required to review our representation arrangements once every six years, and the last time we did this review was in 2018.

Representation reviews give the community an opportunity to consider if the existing representation arrangements are efficient and effective. This means looking at the number of councillors and how they are elected, the existence of wards (and their boundaries), community boards, and Māori wards.

We are required to develop an Initial Proposal which sets out our preference for representation arrangements. You can find the full details of the Initial Proposal on **pages 5 - X** of this booklet. We need you to let us know whether you think the proposal will provide efficient and effective representation for the Ashburton District community today and in the future.

Summary of Our Initial proposal¹

- 3** Wards – Ashburton, Eastern and Western
- 9** Councillors elected by Ward
- 5** Councillors representing the Ashburton Ward
- 2** Councillors representing the Eastern Ward
- 2** Councillors representing the Western Ward
- 2** Proposed boundary amendments – Ashburton Ward boundary and Methven Community Board boundary extended to include recent growth
- 1** Community Board representing the Methven Township to change from five to four members elected, two appointed

¹ The Mayor is always elected through a district-wide vote and this is not part of the representation review.

What do we have now?

In Ashburton District, our current arrangements are nine councillors elected by ward, and a Mayor elected to represent the entire district. Our three wards are called Ashburton, Eastern and Western. There are five Councillors representing the Ashburton Ward, two for Eastern and two for Western. We also have defined the Methven community as a specific ‘community of interest’ and they are represented by the Council and the Methven Community Board.

These arrangements have been in place since 2019.

You can view our current ward boundary maps in an interactive map online ([here](#)).

So, what’s actually proposed to change?

There are three changes to the status quo included in this initial proposal. These are described below.

1.Ashburton Ward Boundary (Trevors Road area)

There has been growth and development around this area. We are proposing to include this area in the Ashburton Ward, because we believe residents in this area have a stronger community of interest with the Ashburton Ward than the Eastern Ward, and therefore should be voting for Ashburton Ward representation. The properties in this area are receiving similar services and being rated in a similar way to properties in the Ashburton Ward. This boundary change can be seen in the map on page X.

2.Methven Community Board Boundary

The boundary for the Methven Community Board is proposed to be extended to include properties on the periphery of the current Methven Community Board Boundary. These properties are considered to be part of the Board’s community of interest and receive a benefit from the Community Board. Therefore, electors within the area should have the right to be represented by the Board and vote for their membership. This boundary change can be seen in the map on page X.

3.Methven Community Board membership

We propose to reduce the total number of Methven Community Board members from seven to six. The two Western Ward Councillors will be appointed to the board, but only four members will be elected instead of five. This is because a total membership of six (including two appointed members) is considered to be fair and effective representation for a community of this size, and will promote contested elections.

What do we have to think about?

We need to review our electoral arrangements in respect to:

- the number of elected members;

- whether those members are to be elected at large, or by ward, or by a combination of both;
- ward boundaries, ward names and the number of elected members for each ward; and
- whether there should be community board(s) and if so, the nature and structure of the community board(s).

When undertaking a representation review, we are required to consider fair and effective representation.

Fair representation

When reviewing representation, we have to take into account the number of residents each councillor represents. This is called a ‘population-member ratio’ or the “+/- 10% rule”, and helps us to consider whether our proposed representation arrangements provides for fair representation.

To calculate this ratio, we take the total population and divide it by the number of Councillors (excluding the Mayor). We then work out a ratio which 10% higher or lower than the overall ratio. The number of Councillors per ward must not exceed the higher or lower limits of the ratio.

Māori wards

The Local Electoral Act provides a threshold for Māori wards to be established, using a formula that considers the General Electoral and Māori Electoral populations. Currently, the Ashburton District does not meet the threshold for the establishment of a Māori ward.

Effective representation

Effective representation considers the number of councillors in relation to things like the size and geography of the area and the diversity of its people. This includes the ease of access to your elected members and how well those elected members are able to represent the diverse range of people and interests in their area.

Identifying Communities of Interest

One of the goals of a representation review is to achieve effective representation, which means that wards should be based on communities of interest – that is areas that people identify with and relate to.

Legislation does not define what a community of interest is, but the concept includes things like:

- people feeling a collective sense of identity and belonging to the area;
- people using the same services, like schools, pools, roading networks;
- councillors being able to effectively represent the interests of the area.

We have identified a few changes to the communities of interest within the district. These changes are reflected in the new ward boundaries we are proposing, and are discussed on page 7 of this document.

Our initial proposal - in detail

As part of the review process, we are required by law to adopt an ‘Initial Proposal’ which sets out our preference for representation arrangements. Our Initial Proposal contains some changes to the status quo to ensure we continue to provide effective representation for our community today and in the future. Whether you agree or do not agree, we are interested in your views on this proposal!

Initial proposal for representation arrangements for the 2025 local elections

On 5 June 2024 the Ashburton District Council reviewed its representation arrangements, and resolved that the following proposal apply for the Council and its community boards for the elections to be held on 11 October 2025:

Council Representation

It is proposed that the Council comprise nine members elected from three wards, and the Mayor. The three wards reflect the following identified communities of interest:

Ward	Communities of Interest
Ashburton Ward	The Ashburton Ward includes the commercial and urban residential area of Ashburton, as well as the residential Lake Hood area. Lake Hood residents share commonalities with Ashburton urban residents, such as a shared rate for urban amenities. The Ashburton urban area is growing and therefore the area around Trevors Road is now included in this Ward to account for recent and planned future development.
Eastern Ward	The Eastern Ward includes the townships of Hinds and Rakaia as well as several other rural settlements such as Chertsey and Hakatere. The Eastern Ward borders the coast and as such coastal areas are likely to face common issues related to services and water supply.
Western Ward	The Western Ward includes the communities of Methven, Mount Somers and Mayfield as well as smaller rural settlements such as Staveley. These communities share commonalities given their proximity to the Southern Alps, and therefore have a similar climate and suitability for different land use. These communities are likely to face common issues related to services and water supply.

The population that each member will represent is as follows:

Ward	Population	Members	Ratio
Ashburton Ward	21,220	5	4,244
Eastern Ward	7,640	2	3,820
Western Ward	7,860	2	3,930
Total	36,720	9	4,080

In accordance with section 19V(2), Local Electoral Act 2001 the population that each member represents must be within the range of 4,080 +/- 10% (3,672 to 4,488), unless particular community of interest considerations justify otherwise. None of the proposed wards fall outside the stipulated range.

Community Board Representation

It is proposed that the following community board be elected:

Community Board	Area of Community
Methven Community Board	Covering Methven Township

The boundary for the Methven Community Board is proposed to be extended to include properties on the periphery of the current Methven Community Board Boundary. These properties are considered to be part of the Board’s community of interest and receive a benefit from the Community Board. Therefore, electors within the area should have the right to be represented by the Board and vote for their membership.

Methven Community Board

The Methven Community Board will elect four members. It will not be subdivided for electoral purposes. The Board will have two appointed member as follows:

Community Board	Number of members from which ward
Methven Community Board	Two members appointed from the Western Ward

The number of members elected to the Methven Community Board is proposed to reduce from five to four. This is because a total membership of six (including two appointed members) is considered to be fair and effective representation for a community of this size, and will promote contested elections.

Boundary maps

The following pages include maps of our proposed ward and community board boundaries.

Ward boundary maps (amendment)

<insert ward boundary maps>

Methven Community Board boundary map (amendment)

<insert MCB boundary map>

Why did we decide on this proposal?

We think what we are proposing is necessary to ensure representation continues to be effective and efficient.

Number of Councillors: The number of Councillors was reduced from 12 to 9 in the 2018 representation review, and we think this number is working well. A majority of the respondents to our early engagement said they felt well represented by the current number of Councillors. The proposed number of Councillors per ward also still meets the population to member ratio requirement in the Local Electoral Act 2001.

Election system: We looked at whether councillors should be elected by ward (the status quo), at-large (where all members are elected by all voters across the district) or a combination of the two systems. We are proposing to maintain the current system where Councillors are elected by ward as we think this is working well, is supported by the community and provides for effective representation of our communities.

The three wards: Through our early engagement survey, some comments were received about the need to maintain representation for our rural areas. We believe continuing with the existing wards of Ashburton, Eastern and Western will help to provide effective representation for both our urban and rural population.

Ward names: We considered changing the names of our three wards but we feel that the current names are simple, easy to understand, and are logical as they reflect the geographical areas within the District.

Ward / Community Board boundaries: We have identified the following changes to the communities of interest within the district. This has resulted in the following changes to our Ward & Community Board Boundaries as below.

Area	Rationale
Methven Community Board	We propose to extend this boundary to include properties on the periphery of the current Methven Community Board Boundary. This is because we consider these properties to be part of the Board's community of interest and receive a benefit from the Community Board. Therefore, electors within the area should have the right to be represented by the Board and vote for their membership.
Ashburton Ward - (Trevors Road area)	There has been growth and development around this area. We are proposing to include this area in the Ashburton Ward, because we believe residents in this area have a stronger community of interest with the Ashburton Ward than the Eastern Ward, and therefore should be voting for Ashburton Ward representation. The properties in this area are receiving similar services and being rated in a similar way to properties in the Ashburton Ward.

Community Board: It is proposed that one Community Board to represent the Methven area, and will be representative of the services delivered to residential and commercial areas of Methven. We believe that maintaining a Methven Community Board is appropriate, as Methven community has particular interests such as tourism, infrastructure and town development which require representation.








Because the Methven Community Board members are elected at large (not split up into subdivisions), there is no requirement to meet the population to member ratio.

We are proposing to reduce the number of members on the Methven Community Board because a total membership of six (including two appointed members) is considered to be fair and effective representation for a community of this size, and will promote contested elections.

Those residing in the area governed by the Methven Community Board are rated accordingly for this service. They are also rated for the democracy activity which applies to the whole district because they also benefit from our District Council.

How did we get here?

This process so far has included a few different stages, including Council workshops and meetings, and early engagement (which was undertaken in November/December 2023). This feedback was used to help determine this initial proposal.

-  **Workshop #1**
16 August 2023 *Councillors were introduced to the representation review and the different electoral system options.*
-  **Council meeting**
6 September 2023 *Council decided to retain the First Past the Post (FPP) electoral system for the 2025 local election.*
-  **Workshop #2**
26 October 2023 *Council discussed what feedback may be sought during early engagement.*
-  **Council meeting**
15 November *The early engagement document was approved by Council.*
-  **Early engagement**
21 November –
17 December 2023 *We asked you for your feedback on how Council is elected and how you would like to be represented.*
-  **Workshop #3**
17 April 2024 *Early engagement feedback was considered at this workshop for inclusion within the initial proposal.*
-  **Council meeting**
5 June 2024 *Initial proposal resolved by Council.*

Early engagement feedback

In response to the early engagement with the community on the representation arrangements, we received a total of 56 responses. The following shows the general feedback we received on the questions we asked.

- 72% of respondents said they feel the community is well represented by the current number of Councillors (9)
- 53% said they prefer the ward system for electing councillors (27% said at large, and 20% said a mix of both)
- 78% said they support the number of councillors representing each ward
- 82% said they support the current ward boundaries
- 78% said they support the current ward names (Ashburton, Eastern & Western)
- 60% said they would not support the merging of the Eastern & Western Wards (and maintaining the Ashburton Ward)
- Respondents were **generally supportive** of retaining the Methven Community Board
- Feedback was **mixed** on the topic of Māori Representation

Where to from here?

Now that we have developed our Initial Proposal, we're accepting submissions from the community until **Sunday 21 July 2024**.

REPRESENTATION REVIEWS MUST FOLLOW THE PROCESS AND TIMELINES OUTLINED IN THE LOCAL ELECTORAL ACT.

This initial proposal presents the district's proposed representation arrangements for the next six years.

On Wednesday 7 August, submitters will have the opportunity to present their views to Council in person at the hearing, after which Councillors will consider and deliberate on all the submissions received.

Community feedback received during this consultation will be used to decide a final proposal. If no submissions are received, this will become our final proposal.

The final proposal will then be formally advertised for appeals/objections. Anyone who submitted on the initial proposal can appeal the final proposal. Submitters will be notified of the appeal period in writing following the adoption of the final proposal.

Where the final proposal receives no appeals/objections, that proposal will then apply until the next representation review.

If the final proposal receives objections or appeals, these will be referred to the Local Government Commission (LGC) and the Council will need to provide evidence for its decisions and of the process it has followed. The LGC then makes a final decision about representation for the district.



Submissions on initial proposal

13 June – 21 July 2024



Hearings and deliberations

7 & 8 August 2024
(if required)



Final proposal adopted

4 September 2024
(if required)



Public notification on final proposal

By 12 September 2024



Appeals/objections period

September/October 2024
(if required)

Further information – Frequently Asked Questions

What does this all mean? How do I have my say?

Our Initial Proposal is now open for submissions meaning you can have your say on whether you agree or do not agree with what we are proposing. The easiest way to do that is to fill in the feedback form [here](#) and, if you would like to, come in to present in person. Council will then consider all the submissions received and determine if any changes need to be made to the proposal.

What happens following the hearing?

Once the proposal has been updated and finalised (if required) then it will publicly notified as a Final Proposal. If the final proposal does not change, those who submitted on it can appeal. If Council changes the final proposal, anyone can object. These appeals or objections are forwarded to the Local Government Commission, who will make the final decision on Council's arrangements.

The changes to representation arrangements will come into effect for the local body elections next year. If there are changes to your ward boundaries, this means you will be voting in line with the new boundaries in the 2025 election.

If we reduce the number of councillors, will that decrease my rates?

It may be surprising, but the number of councillors doesn't have a significant impact on rates.

Remuneration for elected members (Mayor, councillors and community board members) is funded from district rates. However, these amounts are set by a government agency, the Remuneration Authority (RA).

In the case of Councillors, the RA set a fixed pool of funds which is divided between the number of elected members, according to a Council decision. This means if we had a greater number of councillors each would be paid less, and vice versa, but the total remuneration would not change.

Community boards are funded by a targeted rate paid by residents living within the respective board's area. This includes paying for remuneration for Board Members which is also set by the Remuneration Authority.

If we reduce the number of members on the Methven Community Board, will that decrease my rates?

The Methven Community Board rate funds the activities the Board looks after, such as remuneration and Methven Community Pool. This budget is set through the LTP and reviewed annually, so may vary from year to year.

Unlike the pay for Councillors, the pay for community Board Members is set by the Remuneration Authority at a rate per member rather than set as a pool of money to be divided by the number of members. The 2023/24 remuneration for a Methven Community Board member was set by the RA at \$2,888. Remuneration for Community Board members is funded from the Methven Community Board rate.

While reducing the number of members will mean a slightly lower cost to be rated for, what is paid for this rate may also reduce if the Methven Community Board boundary is extended, as more people will be paying for the same total amount.

Why are you proposing to reduce the number of members on the Methven Community Board when you are also proposing to extend the boundary?

Council thinks that the Methven Community Board boundary needs to be extended to include recent growth and to cover properties that are considered to receive a benefit from the Board's activities. Council considers that the proposed total membership of six alongside the boundary extension still provides for fair and effective representation.

We also consider that a reduced number of elected positions will promote contested elections and good democracy and prevent the potential need for costly by-elections (for example, two of the last four elections have resulted in a by-election due to there not being enough candidates).

What are the different options for electing councillors?

The Local Electoral Act provides different options for councils to elect their councillors. These include the following:

1. Wards (our current system) – where you only vote for candidates standing in your ward
2. At large (district wide) – meaning councillors are elected across the district, you are able to vote for all candidates and are not restricted to the candidates representing a ward.
3. A mixed system – where some councillors are elected at large and others through the ward system.

The Mayor is always elected through a district wide vote.

Who represents who?

No matter what system is used to elect a councillor, councillors always represent the entire district.

Is Council planning to have some kind of Māori representation?

While the Ashburton District does not meet the threshold for establishing a Māori ward, there are alternative options for councils to have Māori represented at a governance level - like advisory committees or other iwi partnership models. We plan to discuss these options with Manawhenua. As no Māori ward has been established, this discussion will be outside of the scope of this representation review.

What kind of electoral system will be used for the 2025 local body elections?

In September 2023, Council decided to retain the First Past the Post (FPP) electoral system for the 2025 local election.

What do you mean by 'fair representation'?

Fair representation requires that each elected member represents roughly the same number of people. This helps to ensure that all votes are approximately of equal value.

What data has been used for calculating the member to population ratio (+/- 10% rule)?

For these calculations, we have used the estimated population for 2023 provided by Statistics NZ. This has been based off the 2018 Census. These were suggested by the Local Government Commission as the best statistics to use for the representation review, as the results from the 2023 Census are not yet available.

What do you mean by effective representation?

Effective representation considers the number of councillors in relation to things like the size and geography of the area and the diversity of its people. This includes the ease of access to your elected members and how well those elected members are able to represent the diverse range of people and interests in their area.

What are communities of interest?

One of the goals of a representation review is to achieve ‘effective representation’, which means that wards should be based on communities of interest – that is areas that people identify with and relate to.

Legislation does not define what a community of interest is, but the concept includes things like:

- people feeling a collective sense of identity and belonging to the area;
- people using the same services, like schools, pools, roading networks;
- councillors being able to effectively represent the interests of the area.

When deciding the size of wards and their boundaries, ideally communities of interest should not be split and disparate communities of interest should not be joined together in one ward.

What is a Community Board?

Community Boards play a role in representing and advocating for the interests of their local area and make decisions on behalf of the communities they represent. They are expected to create community plans feeding in local issues and they need to advocate for the local voice.

They are neither a local authority or a committee, but they can make submissions on Council policies and decisions, and are an important part of providing information from Council back to the community.

Community Boards play a role in representing and advocating for the interests of their local area and make decisions on behalf of the communities they represent. They are expected to create community plans feeding in local issues and they need to advocate for the local voice.

Have your say

Make your submission on the Initial Proposal here.

Please note all submissions are public documents and will be made available on Council's website with the names of submitters included.

Submissions presented in the form of a petition or accompanied by multiple signatures will be processed as a single submission.

The easiest way to provide your feedback is online at itsourplace.nz

Alternatively, you can provide feedback by filling in the attached submission form and getting it back to us using one of the following methods:

Freepost to Ashburton District Council

Freepost 230444

PO Box 94

Ashburton 7740

Email to submissions@adc.govt.nz

Hand in to Council reception – Ground floor of Te Whare Whakaterere, 2 Baring Square East

You have until Sunday 21 July 2024 to get your feedback in.

Please note that by making a submission, your information will be used in the following ways:

- Submission material, including your name and organisation (if applicable) but excluding your contact details, will be included in material available to Council, media and the public at our office and on our website.

- The contact details you provide will be used for administration of the consultation process, including informing you of the outcome of the consultation.

- The information you have provided will be stored and held by Council. If you would like to request access to, or make a correction to your personal information, please contact the Council staff.

Submission Form

Your details

Name* _____

Organisation (if appropriate) _____

Address _____

Phone _____

Email* _____

**these fields are required*

Do you wish to speak in support of your submission at the hearing?

(if no boxes are ticked, it will be considered that you do not wish to be heard)

Yes:

The hearing will be held at Hine Paaka (the Council Chamber) on Wednesday 7 August (if required).

If yes, Do you wish to be heard: **In-Person** or **Virtually**

No:

I do not wish to speak in support of my submission and ask that the following written submission be fully considered.

You can submit on any or all of the questions below. You don't have to complete every question and you can comment on any aspect of the Initial Proposal. You can provide attachments to support your submission. You can also find this information and give us your feedback at itsourplace.nz

Be Vocal about Local - Have Your Say on Our Representation Arrangements

Questions to ponder. *You may want to think about these questions when writing your submission.*

- Do you agree that the proposed ward boundaries appropriately group communities of interest together?
- If not, what changes would you make?
- Do you agree that nine Councillors is sufficient to represent Ashburton District?
- If not, how many do you think are needed to represent the interests of our district?
- Do you agree that our Councillors should continue to be elected solely by wards? If not, which of the following methods of election would you prefer:
 - Election “at large” across the whole district
 - A mix of some Councillors elected from wards and some “at large”
- Do you agree that Methven is a community of interest and should be represented by a Community Board, consisting of 4 members (plus 2 appointed)? If not, what would you propose?

Do you support the initial proposal?

Yes/No

Why or why not? Please explain:

Do you have any other comments or feedback?

Appendix 2 - Draft Public Notice

DRAFT Public Notice for 13 June 2024– Representation Review Initial Proposal

Ashburton District Council

Initial proposal for representation arrangements for the 2025 local elections

On 5 June 2024 the Ashburton District Council reviewed its representation arrangements, and resolved that the following proposal apply for the Council and its community boards for the elections to be held on 11 October 2025:

Council Representation

It is proposed that the Council comprise nine members elected from three wards, and the Mayor. The three wards reflect the following identified communities of interest:

Ward	Communities of Interest
Ashburton Ward	The Ashburton Ward includes the commercial and urban residential area of Ashburton, as well as the residential Lake Hood area. Lake Hood residents share commonalities with Ashburton urban residents, such as a shared rate for urban amenities. The Ashburton urban area is growing and therefore the area around Trevors Road is now included in this Ward to account for recent and planned future development.
Eastern Ward	The Eastern Ward includes the townships of Hinds and Rakaia as well as several other rural settlements such as Chertsey and Hakatere. The Eastern Ward borders the coast and as such coastal areas are likely to face common issues related to services and water supply.
Western Ward	The Western Ward includes the communities of Methven, Mount Somers and Mayfield as well as smaller rural settlements such as Staveley. These communities share commonalities given their proximity to the Southern Alps, and therefore have a similar climate and suitability for different land use. These communities are likely to face common issues related to services and water supply.

The population that each member will represent is as follows:

Ward	Population	Members	Ratio
Ashburton Ward	21,220	5	4,244
Eastern Ward	7,640	2	3,820
Western Ward	7,860	2	3,930
Total	36,720	9	4,080

In accordance with section 19V(2), Local Electoral Act 2001 the population that each member represents must be within the range of 4,080 +/- 10% (3,672 to 4,488), unless particular community of interest considerations justify otherwise.

None of the proposed wards fall outside the stipulated range.

Community Board Representation

It is proposed that the following community board be elected:

Community Board	Area of Community
Methven Community Board	Covering Methven Township

The boundary for the Methven Community Board is proposed to be extended to include properties on the periphery of the current Methven Community Board Boundary. These properties are considered to be part of the Board's community of interest and receive a benefit from the Community Board. Therefore, electors within the area should have the right to be represented by the Board and vote for their membership.

Methven Community Board

The Methven Community Board will elect four members. It will not be subdivided for electoral purposes. The Board will have two appointed members as follows:

Community Board	Number of members from which ward
Methven Community Board	Two members appointed from the Western Ward

The number of members elected to the Methven Community Board is proposed to reduce from five to four. This is because a total membership of six (including two appointed members) is considered to be fair and effective representation for a community of this size, and will promote contested elections.

Further Information

Copies of the Council's resolution and maps setting out the areas of the proposed wards, communities and subdivisions may be viewed and obtained from:

- Ashburton District Council
Ground floor - Te Whare Whakatere
2 Baring Square East
Ashburton 7700

Any queries regarding the Council's decision should be directed to:

- Toni Durham
Group Manager Democracy & Engagement
03 307 7879
Toni.Durham@adc.govt.nz

Relevant information is also available on the Council's website itsourplace.nz

Submissions are invited

Persons with an interest in the proposed representation arrangements are invited to make written submissions on the Council's representation proposal.

Submissions are to be forwarded to:

- Ashburton District Council
PO Box 94

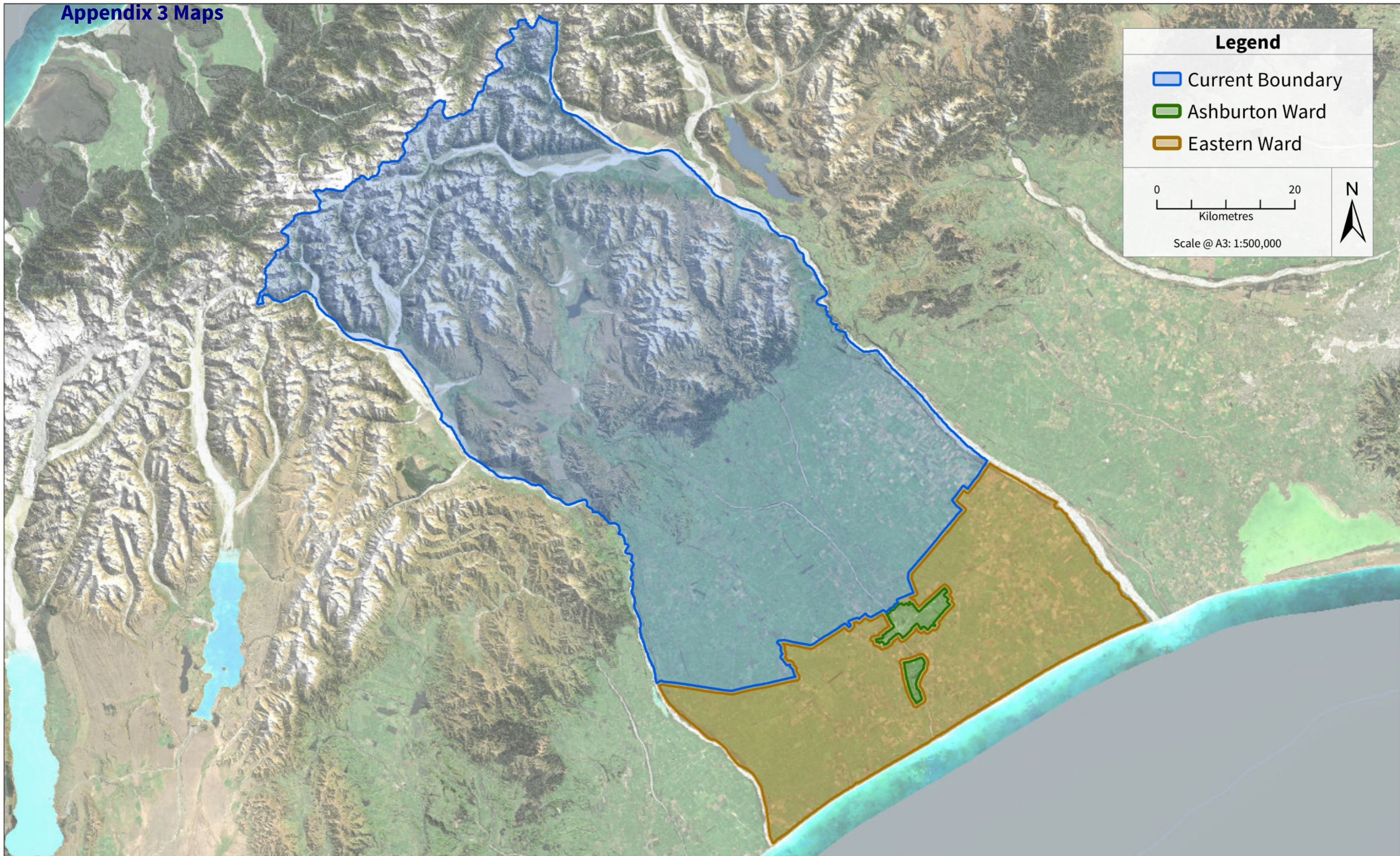
Ashburton 7740

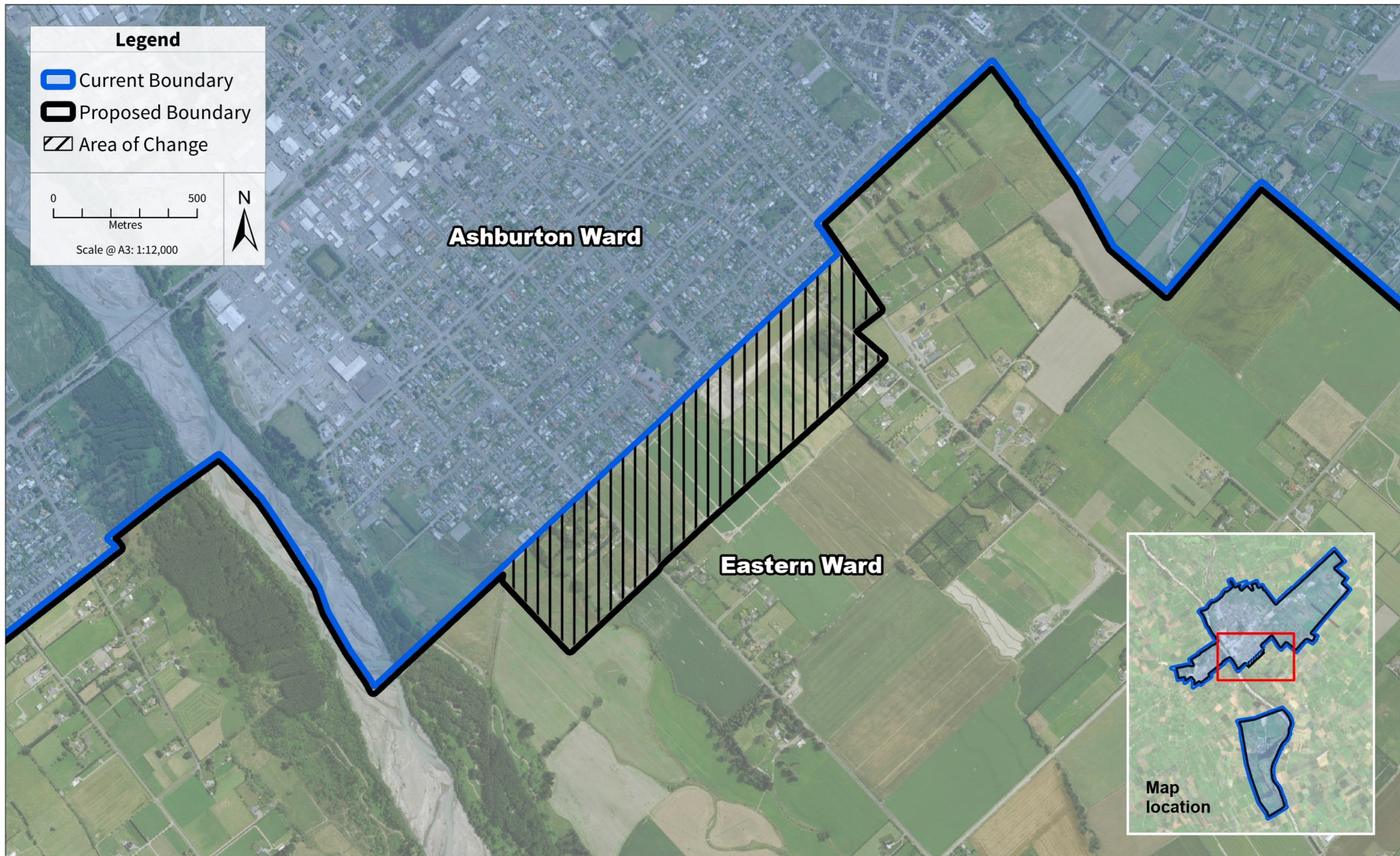
- Email – submissions@adc.govt.nz

Submissions must be received by Council no later than 21 July 2024.

Hamish Riach
Chief Executive
13 June 2024

DRAFT








Ashburton Ward

Eastern Ward

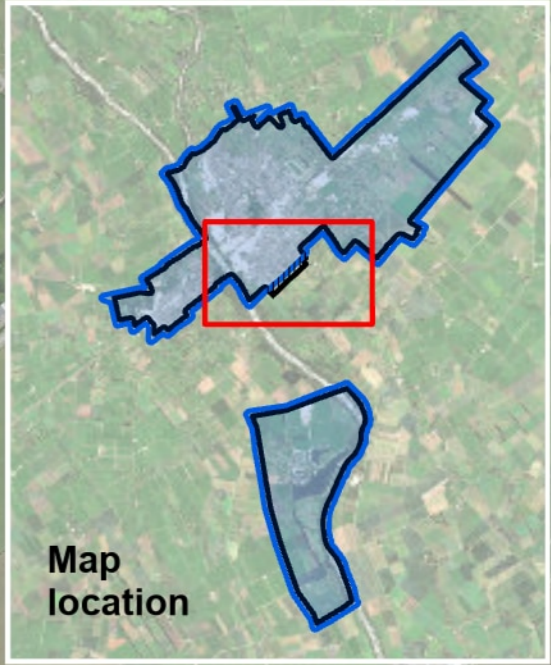
Legend

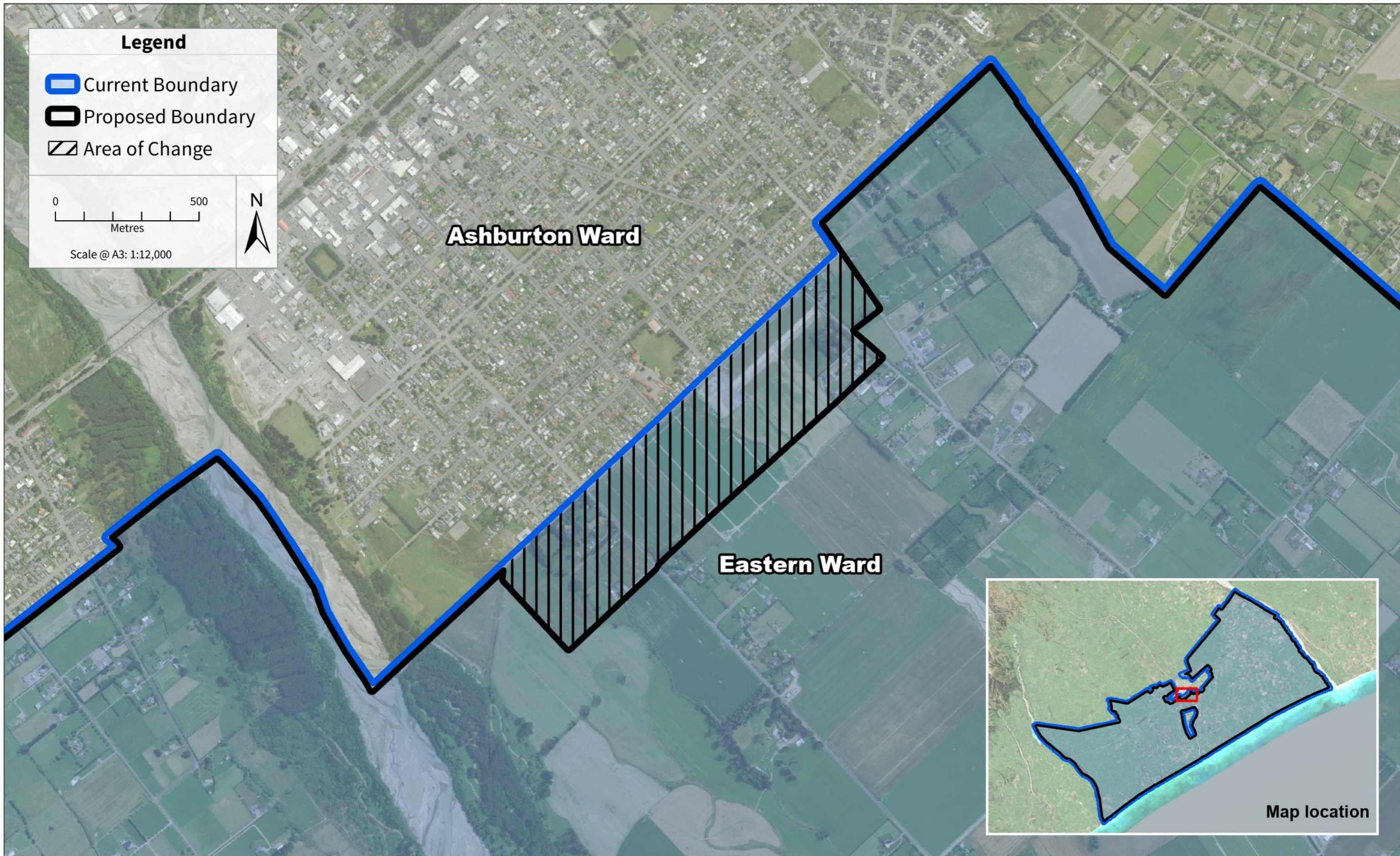
-  Current Boundary
-  Proposed Boundary
-  Area of Change

0 500
Metres




Scale @ A3: 1:12,000

N





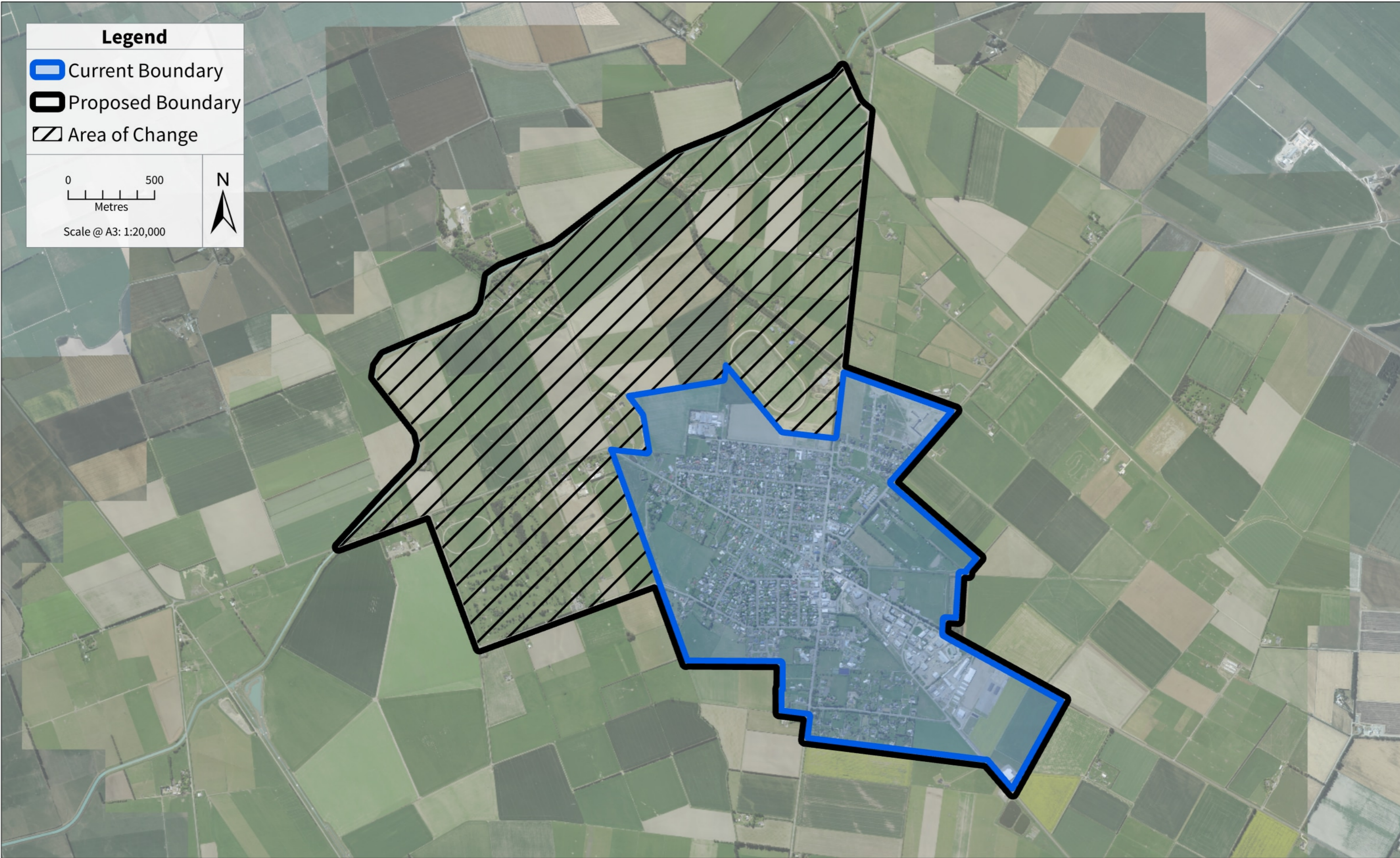
Legend

-  Current Boundary
-  Proposed Boundary
-  Area of Change

0 500
Metres

Scale @ A3: 1:20,000

N



***Vocal about Local Representation
Review Pre-Engagement 2023 –
Summary of feedback***

To support workshop 17 April 2024

Table of contents

Summary of feedback received	3	5. Number of councillors per ward	13
1. Number of councillors	3	5.1 Comments on number of councillors per ward	13
1.1 Comments on number of councillors.....	4	6. Ward boundaries	16
2. System for electing councillors	5	6.1 Comments on ward boundaries.....	16
2.1 Comments on how councillors should be elected	5	7. Ward names	18
3. Māori representation	7	7.1 Comments on ward names.....	18
3.1 Comments on Māori representation	7	8. Merging of Eastern and Western wards	20
4. Community boards.....	10	8.1 Comments on merging the Eastern and Western wards.....	20
4.1 Comments on community boards.....	10		

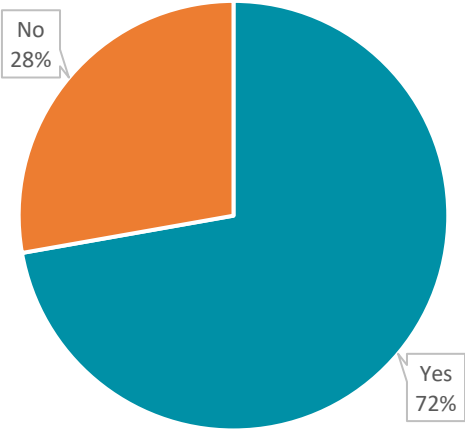
Summary of feedback received

Early engagement with the community on the representation arrangements took place from 21 November till 17 December 2023. There were 56 responses received in total. People could submit on any or all of the questions.

1. Number of councillors

Based on the question “Do you feel the community is well represented by the current number of councillors (i.e. 9 councillors)?”

	Number of people
Yes	39
No	15
Total	54



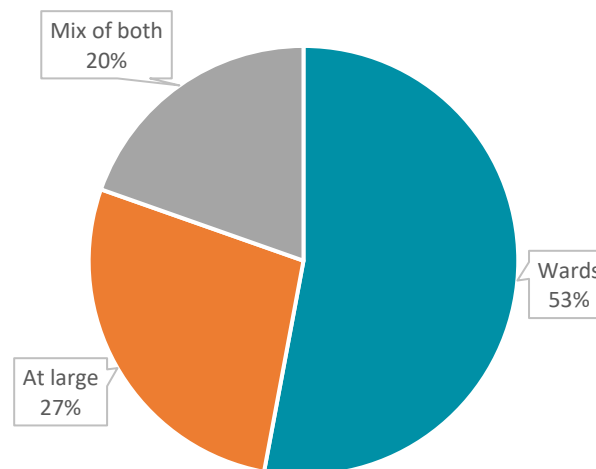
1.1 Comments on number of councillors

Comments
Support for CURRENT number of councillors / no preference
<ul style="list-style-type: none"> • Don't increase numbers of councillors.
<ul style="list-style-type: none"> • 9 councillors is probably sufficient but not when the majority have the same interest - farming
<ul style="list-style-type: none"> • The current number is sufficient
<ul style="list-style-type: none"> • In the present term there has been numerous times when there has been some councillors absent, and council has still functioned well.
<ul style="list-style-type: none"> • Increasing voter engagement and turnout should be a higher priority.
<ul style="list-style-type: none"> • I feel 9 is a great number if all know their roles. 12 is excessive and 6 would be not enough diversity :)
<ul style="list-style-type: none"> • It seems more co-operative decision making is happening now than when we had more (12) Council members
Support for a HIGHER number of councillors
<ul style="list-style-type: none"> • More councillors would bring other opinions and perspectives to the table.
<ul style="list-style-type: none"> • 9 people are not enough to represent our district and our wide ranging issues
<ul style="list-style-type: none"> • Potential for more diversity - 'improvement if the elected members around the council table were as diverse as our community is'.
<ul style="list-style-type: none"> • One councillor to 4000 residents is any amount. Too many, and individual views can be lost.
Support for a SMALLER number of councillors
<ul style="list-style-type: none"> • Smaller will encourage more effective conversations
<ul style="list-style-type: none"> • Over represented. In tough financial times like now, we have too many people doing a piss poor job and I'd rather see less people so less money on their wages being spent.
<ul style="list-style-type: none"> • Less councillors maybe better for cohesion
<ul style="list-style-type: none"> • Too many Councillors for the size of the District
<ul style="list-style-type: none"> • The number of councillors in the Ashburton Ward could be reduced, however we would not support this if it also meant reducing the number of Eastern and Western councillors.

2. System for electing councillors

Based on the question “What system of electing councillors do you prefer (e.g. wards, at large, mix of wards and at large)?”

	Number of people
Wards (our current system)	27
At large (district wide)	14
Mix of wards and at large	10
Total	51



2.1 Comments on how councillors should be elected

Comments
Support for wards
<ul style="list-style-type: none"> We observe that there is a very strong lobbying group that is very involved in local body politics in this district, and because of that councillors being elected at large would likely mean councillors could be elected according to that lobbying group’s concerns and preferences. The existing system whereby all councillors are elected based on ward is supported. This is appropriate for the Ashburton District where there are distinct and unique needs of both urban and rural residents, and different needs across the district’s landscapes of the inland Foothills and the coastal areas. East and West wards should be cut in half with one councillor in each half. The area they represent, know their feelings etc.

Comments
<ul style="list-style-type: none"> The ward system should ensure there is a spread of representative across the District. However with the way anyone can be nominated and not having to reside in the ward makes a mockery of the ward system.
<ul style="list-style-type: none"> It's easier just having to read/watch about t consellers representing/wanting to represent your ward. If you had to learn about all of them People would be less disinterested
<ul style="list-style-type: none"> Best practise for a fair hearing for each resident.
Support for at large
<ul style="list-style-type: none"> This option I believe will provide more options for more people.
<ul style="list-style-type: none"> Have more at large. Eg keep the Ward boundaries the same and have 1 east, 1 west and 2 ashburton. Remaining 6 at large. Could there be an extra Ward created with say 1 councillor that represents the small settlements (methven, rakaia, mayfield etc).
<ul style="list-style-type: none"> This would allow for comments on other areas you may be interested in.
<ul style="list-style-type: none"> Have at least one third of councillors elected from 'at large'.
Support for a mix of wards and at large
<ul style="list-style-type: none"> I understand that for good reasons, such as service provision to households, council representation is primarily based on where one resides. It is frustrating though to apparently have no or little say in electing the representatives of the ward where I happen to work, shop, and engage in council facilities and services, and a variety of sport and recreation opportunities (Ashburton Ward), due to where I live (Eastern Ward). For that reason, I would like to see a mixture of at large representatives, and local representatives/input from Community Boards who can advise on local requirements.
<ul style="list-style-type: none"> This would allow for comments on other areas you may be interested in.
<ul style="list-style-type: none"> Perfect
<ul style="list-style-type: none"> select by the Pacific Islanders their own voice rep
<ul style="list-style-type: none"> could get people with a different set of skills on board

3. Māori representation

Based on the question “Do you have any thoughts on Māori representation in the district?”

46 responses received

3.1 Comments on Māori representation

Comments
In favour of Māori representation at Council
<ul style="list-style-type: none"> Without an amendment to the Local Electoral Act, it is unlikely that the number of voters on the Māori Electoral Roll in Ashburton District will reach the threshold stipulated any time soon. HMCC would strongly recommend that ADC use every possible procedure to have Māori represented at a governance level – every working group or advisory board should have Māori representation around the table. We also believe that in this community ADC should be strongly partnering with both mana whenua as well as local Māori leadership, and that ADC should have a public strategy around such partnerships.
<ul style="list-style-type: none"> Council needs to have at least one Māori representative
<ul style="list-style-type: none"> Our Māori Community keeps growing and in my opinion, they should be represented in our Council. The bottom line is that the Council should be representative of the community they lead. More diversity in our councillors is always good, our town is changing and other points of view are always positive. This is if there is a suitable and capable candidate.
<ul style="list-style-type: none"> I believe there should be Māori representation on ALL Community Boards
<ul style="list-style-type: none"> Build a partnership/ maintain a partnership with the Hakatere Marae and also the mana Whenua Arowhenua.
<ul style="list-style-type: none"> I am in favour of this
<ul style="list-style-type: none"> An iwi partnership model
<ul style="list-style-type: none"> We need more Māori representation Always was and will be Maori land.. Aknowledment should be given with due prossess regardless of how many people actually identify as Maori.
<ul style="list-style-type: none"> WE SHOULD
<ul style="list-style-type: none"> Should always have at least one maori person. I dont know whose up for election
<ul style="list-style-type: none"> You should have a Māori ward despite not meeting the threashold. Anything less accomodating to the indigenous people of Aotearoa is racism. Do better.

Comments
NOT in favour of Māori representation at Council
<ul style="list-style-type: none"> MCCF does not believe that specific Māori representation on the Council is required when considering the population composition of the district.
<ul style="list-style-type: none"> I believe that residents of all cultures should have the opportunity to be heard and supported by our council, and we should ensure that there are no barriers to anyone eligible standing for election. This does not mean that all cultures will necessarily be present on our council, but regardless, if any issues arise that may impact residents of one culture and not others, they should then be specifically consulted.
<ul style="list-style-type: none"> We don't need them. Everybody gets to vote. No need for race based policies
<ul style="list-style-type: none"> They are not the people who live in the district, everyone's money in the district keeps the area going
<ul style="list-style-type: none"> The Ashburton does not not have enough on the Maori roll to justify a Maori ward. The way ADC liaise with Arrowwhenua is a perfect way to include their point of view. I am totally opposed to having unelected representatives with voting rights on council.
<ul style="list-style-type: none"> No preferential representation. Stand like all councillors, win or loose.
<ul style="list-style-type: none"> Only if the number is proportionate to the number of Māori residents. Ethnicity should otherwise not favour Māori over white folk
<ul style="list-style-type: none"> No. Everyone deserves to be represented.
<ul style="list-style-type: none"> I do not like one ethnic group to be making decisions. Just because a person is born Maori doesn't give them any more wisdom or knowledge than anyone else. if Maori want to be listened to they should stand for council as everyone else does.
<ul style="list-style-type: none"> Not necessary
<ul style="list-style-type: none"> if they are not voted in by the majority of the rate payers in that district they are not a representative of the people. They are a there only for themselves.
<ul style="list-style-type: none"> Yes! There should be no separate Maori representation! Nobody should be elected by race!
<ul style="list-style-type: none"> No way should any group or section of society be favoured with representation, based on any other criteria other than equal and fair demographic election, through the ballot box. Granting representation to Maori purely based on ethnicity, is not only condescending but patronising. We must have faith in the demographic system, that it will provide for all citizens, equally.
<ul style="list-style-type: none"> All people should have a voice to be heard not just one race. No Maori representation in the district
<ul style="list-style-type: none"> no special right, Racist
<ul style="list-style-type: none"> For all people that live in Ashburton not just one group
<ul style="list-style-type: none"> We feel they should stand for a place on council the same as other candidates just like Archie Keeper did. It shows they are genuinely interested

Comments
<ul style="list-style-type: none"> • No we dont have other Nationalities
<ul style="list-style-type: none"> • no it is up to them please
<ul style="list-style-type: none"> • I do not agree with specific Māori representation - all councilor's should consider all ethnicit
<ul style="list-style-type: none"> • I believe that race should not have any bearing on representation in a democracy, including in local government.
<ul style="list-style-type: none"> • No need to pick councillors based on race.
<ul style="list-style-type: none"> • Not required
<ul style="list-style-type: none"> • Stand and get elected like everyone else, no preferential treatment for Maori or any other ethnic group
<ul style="list-style-type: none"> • If anyone of any colour or creed has what it takes to represent the community, then it should happen. Separatism in any form is just plain wrong!
<ul style="list-style-type: none"> • If Maori want to sit around the table stand for election. No seats given
<ul style="list-style-type: none"> • We don't have the population at this stage to fairly represent this community
<ul style="list-style-type: none"> • How many native Maori are living permanently in the district? This number will determine if Maori representation is needed. I believe that there are more migrant communities in the district than native maoris.
General
<ul style="list-style-type: none"> • I believe this should be up to the iwi in the district to decide
<ul style="list-style-type: none"> • I'm unsure but interested to find out more.
<ul style="list-style-type: none"> • Maori advisors on relevant issues
<ul style="list-style-type: none"> • working relationships with tangata whenua representatives in a way that works best for them is far more respectful

4. Community boards

Based on the question “What are your thoughts on community boards in the district?”

42 responses received

4.1 Comments on community boards

Comments
In favour of community boards / supports current system
<ul style="list-style-type: none">• The Board wishes to submit on the following points:<ul style="list-style-type: none">○ The board is happy with the number of elected members of the community (5) and doesn't believe that there needs to be any changes.○ The board believes that the present system adequately represents the community interests and doesn't see the need for further unelected appointments.○ The board supports the extended boundaries as attached. The area is becoming more and more populated and share the same interests and facilities as the present boundary. The enlarged area will give those residents greater representation to the Community Board and ultimately the council as many of the council services are already at their gate or are being used already.
<ul style="list-style-type: none">• I would like to see further community boards or representatives in our district, advocating local issues, being heard by council
<ul style="list-style-type: none">• Essential for Methven.
<ul style="list-style-type: none">• if we moved to electing councillors at large, community boards would be good for Methven and Rakaia
<ul style="list-style-type: none">• I think this is currently working.
<ul style="list-style-type: none">• Given that community boards provide both a means of local engagement and an introduction to local government policy and procedures, HMCC is of the view that community boards should be established in more of our centres of population – Rakaia and Hinds specifically.
<ul style="list-style-type: none">• No further community boards are required in our opinion.
<ul style="list-style-type: none">• Makes sense to have one in Methven. It has a big enough population

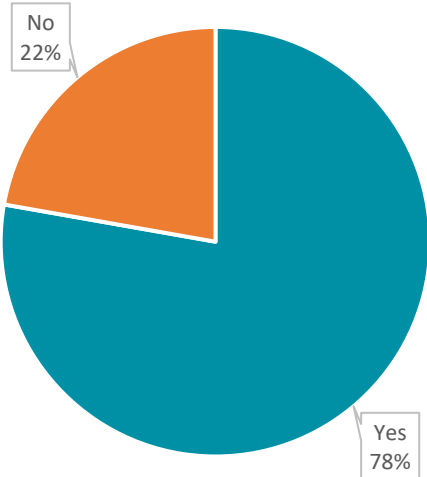
Comments
<ul style="list-style-type: none"> We definitely need them as each area knows what their specific areas needs are and what is required whereas a councillor sitting in a nice comfy office with air conditioning and living within Ashburton town boundaries will not know what it's like each year when the Hinds river floods or Rakaia losing power often due to road accidents or weather or because the wind blew the wrong way.
<ul style="list-style-type: none"> Stay as is.
<ul style="list-style-type: none"> Fine I live in the methven region and love that we have a board to focus on our area. If it went away I'd be worried and sad.
<ul style="list-style-type: none"> Community boards are very important. No good having things decided for you by someone who does not know the lay of the land as they say.
<ul style="list-style-type: none"> Great idea
<ul style="list-style-type: none"> Just the one in Methven
<ul style="list-style-type: none"> I think it is needed. it is an up an coming town
<ul style="list-style-type: none"> Good to have that local voice otherwise can feel unseen and unheard
<ul style="list-style-type: none"> Very good.
<ul style="list-style-type: none"> They seem to work well..we support the current system
<ul style="list-style-type: none"> Should stay the same
<ul style="list-style-type: none"> Minimal boards
<ul style="list-style-type: none"> Good idea.
<ul style="list-style-type: none"> happy with them
<ul style="list-style-type: none"> Methven is a vibrant community that deserves representation
<ul style="list-style-type: none"> Create more community board for Rakaia and Mayfield area
NOT in favour of community boards
<ul style="list-style-type: none"> Scrap them
<ul style="list-style-type: none"> wards should cover this, another waste of money

Comments
<ul style="list-style-type: none"> • I wonder if they are necessary - considering we only have one in our region - what makes Methven different to other areas
<ul style="list-style-type: none"> • Not required an extra layer of governance cost & complication for a District of this size
<ul style="list-style-type: none"> • Don't need it for such a small population
General
<ul style="list-style-type: none"> • Is it needed? Could we have a extra Ward that represents the smaller settlements around the district vs just a methven voice.
<ul style="list-style-type: none"> • It is a decision to be made by Methven as the only Community Board in the district. But they should be charged the full cost of the time and travel they receive by Council staff attending their meetings. Methven receives a lot more time by staff and opinions they express by a minority of the district.
<ul style="list-style-type: none"> • All members Must be elected.
<ul style="list-style-type: none"> • I would need to learn more about it. I don't know enough to give an opinion sorry.
<ul style="list-style-type: none"> • I don't understand them
<ul style="list-style-type: none"> • Don't know
<ul style="list-style-type: none"> • Not sure about this. What about those that live in the east of Ashburton
<ul style="list-style-type: none"> • I don't know.
<ul style="list-style-type: none"> • Reduce the number on the board. Rates should be struck on the same basis as the rest of the district.
<ul style="list-style-type: none"> • shall be chosen from us all in the areas
<ul style="list-style-type: none"> • No comment, as have no experience with Community Boards.
<ul style="list-style-type: none"> • Wouldn't be needed if local councilors for the area made themselves available to all community members and drove hard for their towns

5. Number of councillors per ward

Based on the question “Do you support the number of councillors representing each ward?”

	Number of people
Yes	35
No	10
Total	45



5.1 Comments on number of councillors per ward

Comments
Support for current system
<ul style="list-style-type: none"> Stay as is. It is part of the electoral act that each ward should have a equal number of voters in each ward. With some minor adjustments a spread of 5 urban and 4 rural work out correctly.
Support for more councillors per ward
<ul style="list-style-type: none"> HMCC advocate for the number of councilors to be increased from 9 to 12. The number of councillors must adhere to the +/-10% rule. The Ashburton Ward currently has one councillor to 4,240 population, whereas the Eastern Ward has one councillor to 3,830 population, and Western Ward one councillor to 3,930

Comments
<p>population. This ratio between the Ashburton Ward and the Eastern Ward barely meets the +/-10% rule, and new ward boundaries would likely need to be amended given current populations.</p>
<ul style="list-style-type: none"> • It appears to work well. We do think the boundaries should be regularly reviewed
<ul style="list-style-type: none"> • no need for any more.
Support for less councillors per ward
<ul style="list-style-type: none"> • MCFE supports the arrangement of two councillors each for the Western and Eastern Wards. However, a reduction in the number of councillors in the Ashburton Ward is preferred although we note this would be unlikely based on the requirements in the Local Electoral Act 2001. - When considering the number of councillors required, the Council must remember 'rural' councillors have to cover such a large geographic spread compared to their urban counterparts. Therefore there is justification to reduce the number of urban representatives but the rural representation must be maintained.
<ul style="list-style-type: none"> • Needs to be less
<ul style="list-style-type: none"> • Need less councillors of better quality.
<ul style="list-style-type: none"> • should be less
<ul style="list-style-type: none"> • I think there could be less councillors
General
<ul style="list-style-type: none"> • MCFE preferred arrangements - First preference - maintain status quo - Second preference - mixed system - 2 councillors for Western, 2 councillors for Eastern, 2 councillors for Ashburton Ward and 3 councillors elected at large.
<ul style="list-style-type: none"> • They should drop and have more at large
<ul style="list-style-type: none"> • wards should be scrapped
<ul style="list-style-type: none"> • I don't really know much about this but there's always things to improve and learn.
<ul style="list-style-type: none"> • Electoral boundaries move w population changes, we are used to this.
<ul style="list-style-type: none"> • Other experienced experts to be included for the areas needs
<ul style="list-style-type: none"> • Unless there is a change in the population of a ward.

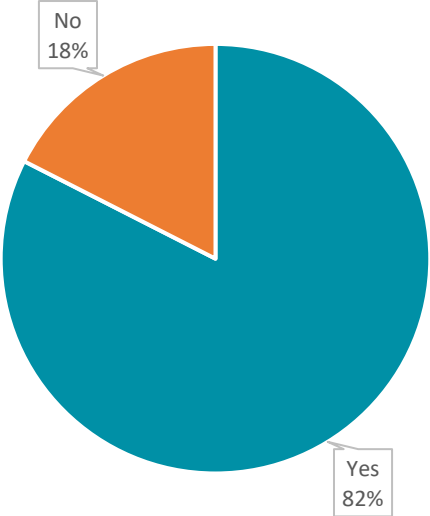
Comments

- Don't know.
- I understand population growth and changes to zoning however each traditional ward needs to have a voice.
- with the growth, particularly in Methven it is important to routinely review and be confident that representation is appropriate and fair
- I would like to run as one of the councillors in the future if I may be selected or get elected.. I love to show my passion for this city
- I prefer skills and motivation over where someone lives

6. Ward boundaries

Based on the question “Do you support the current ward boundaries?”

	Number of people
Yes	33
No	7
Total	40



6.1 Comments on ward boundaries

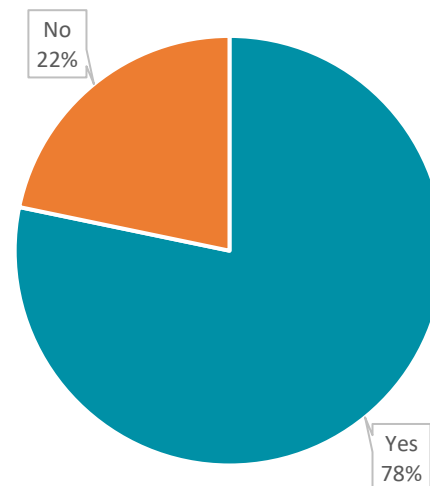
Comments
Support for current ward boundaries
<ul style="list-style-type: none"> works now
<ul style="list-style-type: none"> Yes as long as they still represent the areas of residential and industrial growth in Ashburton.
<ul style="list-style-type: none"> Makes it fair
<ul style="list-style-type: none"> MCCF supports the current ward boundaries as they maintain rural representation
Support for alternative boundaries

Comments
<ul style="list-style-type: none"> In addition to any changes that should be made to ensure the +/-10% rule is met, new sub-divisions around the periphery of Ashburton are likely to require ward boundaries being changed. These are clearly urban ward properties and should receive a level of service other urban-dwellers enjoy, street refuse collection, for example, and pay rates commensurate with that level of service.
<ul style="list-style-type: none"> With a perhaps one thought, to have one rural ward could be an option. However before the district had a Eastern and Western rural wards, Methven with a larger population dominated in a ward including all south of the Ashburton river, and it was difficult for Mayfield Hinds Lowcliffe Carew to have any representation.
<ul style="list-style-type: none"> But changes in population of wards needs to be taken into account and boundaries adjusted if necessary.
General
<ul style="list-style-type: none"> As per previous answer.
<ul style="list-style-type: none"> Don't know
<ul style="list-style-type: none"> I don't know
<ul style="list-style-type: none"> Not known
<ul style="list-style-type: none"> I don't know.
<ul style="list-style-type: none"> not really
<ul style="list-style-type: none"> Rural wardrobe require equal representation as they pay high rates but receive minimum services

7. Ward names

Based on the question “Do you support the current ward names (Ashburton, Eastern and Western Ward?)”

	Number of people
Yes	36
No	10
Total	46



7.1 Comments on ward names

Comments
Support for current ward names
<ul style="list-style-type: none"> MCFF supports the current ward names as they are an accurate representation of the communities of interest
<ul style="list-style-type: none"> Definitely, citizens of this district understand what is meant by the present names. No to Maori names, there was enough confusion over Government Departments having Maori names not understood by the majority in our district. With the present Government making English as the first title to be used when both English and Maori are used, we would be only causing unnecessary complication to change from what we have now.
<ul style="list-style-type: none"> Makes it easy
<ul style="list-style-type: none"> Why change?

Comments
<ul style="list-style-type: none"> • why waste money to change, them spend that on fixing roads
<ul style="list-style-type: none"> • yeah.. i think but not really
<ul style="list-style-type: none"> • why not
Support for alternative names
<ul style="list-style-type: none"> • HMCC accept that these names are readily understandable by many, but note that they lack much in the way of place recognition. Adopting names from the indigenous Māori population might give a more local flavor to ward names, in the same way that the official name gifted to the new library and civic centre does. Why not have a Whakatere ward, an Ōpuke ward and a Hekeao/Rakaia ward?
<ul style="list-style-type: none"> • Not really. Maybe Te Reo names could be used.
<ul style="list-style-type: none"> • They should specify the areas within the ward eg Methven
General
<ul style="list-style-type: none"> • As previously stated each individual community needs to be represented, Rakaia, Methven, Stavely, Mayfield, Hinds, long beach, Chertsey, and Dorie.
<ul style="list-style-type: none"> • Boundaries need to be well advertised
<ul style="list-style-type: none"> • Don't know.

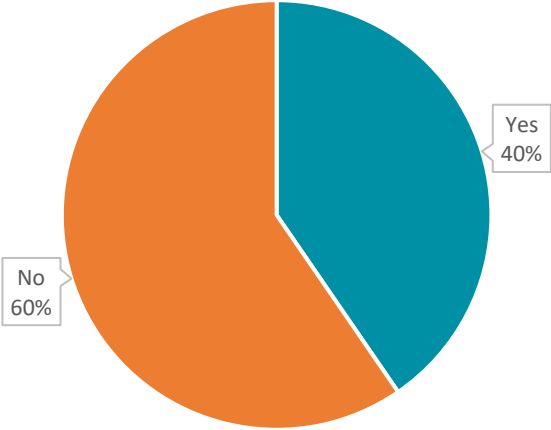
8. Merging of Eastern and Western wards

Based on the question “Do you support merging the Eastern and Western wards and maintaining the current Ashburton ward?”

Supporting information provided for this question was:

“One option we are exploring for the Ashburton District is to merge the Eastern and Western wards into one ward and keep the Ashburton ward as is. This would mean the new ward would elect four councillors and the Ashburton ward the remaining five councillors.”

	Number of people
Yes	19
No	28
Total	47



8.1 Comments on merging the Eastern and Western wards

Comments
In support of merging wards

Comments
<ul style="list-style-type: none"> It may stimulate candidates to stand who would represent the whole of the rural part of the district. Organisations like Fed Farmers elect candidates to represent all farmers of the district, so there should be no reason why rural councillors who are elected are mindful that they are representatives of all parts of the district. At the moment rural councillors are regularly approached by citizens not necessary from the ward they were elected in.
<ul style="list-style-type: none"> If this is more efficient
<ul style="list-style-type: none"> Yes as long as the same level of efficiency is achieved and work/results are not 'watered down'.
NOT in support of merging wards
<ul style="list-style-type: none"> The consultation document states that an option being explored is merging the Eastern and Western wards into one. MCFF does not support this proposed merge, and questions if the Council is pursuing a predetermined option with including this in early engagement. - While not specifically stated, we assume merging the wards would mean there would be one 'rural' ward and one 'urban'. In our view, this could further enforce the urban/rural divide and lead to division around the Council table when voting. - The Eastern and Western wards each are unique in their landscape, farm types, and climate. Having elected members who can understand and advocate for these different areas of the district is important to our members. - As an example, if all rural councillors were elected from Mayfield, they would not have the breadth of understanding of coastal areas as our current Eastern councillors have. Likewise, if all rural councillors were elected from Lowcliffe, they may not fully understand and appreciate farming the Foothills.
<ul style="list-style-type: none"> Representation of the areas needs to be maintained
<ul style="list-style-type: none"> The Eastern and Western ward should remain separate and be represented by people from that ward
<ul style="list-style-type: none"> Why change something that not broken It's also a huge area geographically for councillors to cover. I imagine they would divide the zone up between themselves anyway
<ul style="list-style-type: none"> Because there would be no guarantees that the east or west of the new ward would have representation. 4 councillors who all live in one part of that ward could be elected. So the other residents would miss out on their voice being heard.
<ul style="list-style-type: none"> More diversity of councilors to represent the changing face of the district. Not murging of areas to have yet another older white dude representing a zone.
<ul style="list-style-type: none"> I think we should keep them seperate. its a lot of land to cover and a diversity of agriculture
<ul style="list-style-type: none"> yeah.. not really too. shall give my answers when im in respectively
<ul style="list-style-type: none"> If the Ward system has a reason, it is local knowledge and representation. Therefore it would be better to continue to have more targeted representation.
<ul style="list-style-type: none"> They represent different communities affected by different geographical interests, so it is good to keep them separate.

Comments
<ul style="list-style-type: none"> • why merge. What are you trying to achieve. It works ok now so dont waste time on changing anything.
General
<ul style="list-style-type: none"> • HMCC objects to the implication in the explanation that “This would mean the new ward would elect four councilors and the Ashburton ward the remaining five councilors” as this suggests a pre-ordained outcome to what is supposed to be a community consultation process. We note that one of the major reasons given for many in our community not engaging with local government is that “they don’t listen to us”. As we have previously stated in submissions to ADC, HMCC believe that genuine transparent community consultation is essential to maintaining local democracy and building a sense of community. Other than this unfortunate accompanying statement, we don’t have strong views either way, and it would appear that both wards could form a common community of interest.
<ul style="list-style-type: none"> • Don’t give small communities representation
<ul style="list-style-type: none"> • prefer not to have wards. wards in any form just reinforce the rural-urban split
<ul style="list-style-type: none"> • As per previous answers
<ul style="list-style-type: none"> • But hopefully in the future more councillors are appointed
<ul style="list-style-type: none"> • I have no idea, not enough is explained in question, reasons? advantages, disadvantages?
<ul style="list-style-type: none"> • who cares
<ul style="list-style-type: none"> • Six of one half dozen of another
<ul style="list-style-type: none"> • Just give us people with ability, to hell with where they live

10. Proposed remit to LGNZ

Author	<i>Louise Dunstan: Policy Advisor</i>
Activity Manager	<i>Mark Low: Strategy & Policy Manager</i>
Executive Team Member	<i>Toni Durham: GM Democracy & Engagement</i>

Summary

- The purpose of this report is for Council to consider proposing a remit for LGNZ to consider at the annual conference in July 2024.

Recommendation

- 1. That** Council approves the proposed remit to the LGNZ 2024 conference on issues with wait times in the graduated drivers licensing scheme.
- 2. That** Council approaches Canterbury Councils to support the proposed remit via the Canterbury Mayoral Forum.

Attachment

Appendix 1 Proposed LGNZ remit

Background

The current situation

1. Council recently discussed the burgeoning issue of excessive wait times with the graduated drivers licensing scheme (GDLS).
2. There are three stages to the GDLS, those aged 16 or older can enter the system and undergo both theoretical and practical testing to graduate from a learner's license (accompanied driving) to a full license (license without restrictions) over the space of 24 months.
3. Currently, across the country, demand for testing significantly exceeds testing capacity leading to negative implications for our young people, and the wider community. Action is required to ensure young people in our community can undertake testing without delay, failing to remedy this situation could result in:
 - Reduced ability to access testing
 - Increases in testing failure rates
 - Social and economic disadvantages for young people
4. Council will be attending the LGNZ national conference in July 2024, where remits of national importance are considered at the LGNZ AGM held before the conference begins.
5. The requirements for a remit making it to the LGNZ conference are as follows:
 - Remits must be relevant to local government as a whole rather than exclusively relevant to a single zone or sector group or an individual council;
 - Remits should be of a major policy nature (constitutional and substantive policy) rather than matters that can be dealt with by administrative action;
 - Remits must have formal support from at least one zone or sector group meeting, or five councils, prior to their being submitted, in order for the proposer to assess support and achieve clarity about the ambit of the proposal;
 - Remits defeated at the AGM in two successive years will not be permitted to go forward;
 - Remits should not involve matters that can be actioned by equally valid means other than the AGM;
 - Remits should not deal with issues or matters that are "in-hand" and currently being actioned by LGNZ (including through work programmes addressing the critical issues set out in LGNZ's strategy, being three waters reform, resource management reform, the Future for Local Government Review, transport, climate change and housing), unless the issue is not currently being addressed; and
 - Remits must be accompanied by background information and research to show that the matter warrants consideration by delegates.

Options Analysis

Option one – Do not make a remit to LGNZ

6. This is not the recommended option. Council may decide to stay silent and not make a remit on the issue of excessive wait times with the graduated drivers licensing scheme (GDLS).

<p>Advantages: Nil</p>	<p>Disadvantages: Council voice may not be listened to by LGNZ members</p>
<p>Risks: Reputational - This would result in Council missing an opportunity to advocate on behalf of the district on an issue of national importance.</p>	

Option two – Approve the proposed remit as attached in Appendix One

7. This option would see Council officers lodge the appended remit with the LGNZ Remit Screening Committee.

<p>Advantages: The proposed remit is draft and ready to be lodged, meaning it will meet deadlines</p>	<p>Disadvantages: Current draft may not accurately reflect elected members position</p>
<p>Risks: Nil</p>	

Option three – Approve an amended remit

8. This option would see Council approve an amended version of the proposed remit currently appended, and submit that remit with the LGNZ Remit Screening Committee..

<p>Advantages: Officers recognise that useful points of improvement often arise from elected member input and this option may be preferred for those reasons.</p>	<p>Disadvantages: Fundamental amendments will require a re-write of the draft submission</p>
<p>Risks: Fundamental amendment would mean the remit is unlikely to be lodged on-time.</p>	

Legal/policy implications

9. The lodging of a remit does not breach or trigger any statutory or legal duty of the Council.

Strategic alignment

10. The recommendation relates to Council’s community outcome of our residents being well-represented, included and have a voice.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	The Remit may have an impact young people both nationally and locally.
Environmental		
Cultural		
Social	✓	

Financial implications

There are no immediate financial implications in making this submission.

Requirement	Explanation
What is the cost?	Officer resource in preparing the remit. This has been met from within existing operating budgets.
Is there budget available in LTP / AP?	Yes
Where is the funding coming from?	Strategy & Policy
Are there any future budget implications?	No
Reviewed by Finance	Erin Register; Finance Manager

Significance and engagement assessment

12. The approval of this remit is not considered to be significant.

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low, not significant
Rationale for selecting level of significance	Not applicable
Level of engagement selected	1. Inform
Rationale for selecting level of engagement	The community will be informed of Council's submission through usual channels.
Reviewed by Strategy & Policy	Toni Durham: GM Democracy & Engagement

Appendix 1

LGNZ Proposed Remit:

That LGNZ facilitate discussion with Hon Simeon Brown and other local councils in advocacy of a review of the changes to the fee structure and to fund additional testing centres in key locations throughout New Zealand.

Why is this remit important?

Communities across New Zealand are being impacted by excessive wait times associated with the graduated driver licensing system (GDLS). There are three stages to the GDLS, those aged 16 or older can enter the system and undergo both theoretical and practical testing to graduate from a learner's license (accompanied driving) to a full license (license without restrictions) over the space of 24 months. Currently, across the country, demand for testing significantly exceeds testing capacity leading to negative implications for our young people, and the wider community. Action is required to ensure young people in our community can undertake testing without delay, failing to remedy this situation could result in

- Reduced ability to access testing
- Increases in testing failure rates
- Social and economic disadvantages for young people

Background and Context

Work undertaken by Waka Kotahi and other agencies identified the need to remove barriers for young people associated with obtaining a driving license in New Zealand. Through this work, re-sit fees were identified as a potential barrier. According to Waka Kotahi data, only 53% of people on a restricted driver's license pass their practical driving test first time around, meaning many young people trying to graduate were being financially burdened by subsequent fees in completing a re-sit. From October 1st, 2023, Waka Kotahi introduced a revised fee structure for those applying for a learner, restricted, or full license. A key change being the removal of re-sit fees should drivers fail a first or subsequent attempt. While this change makes graduation through the system more financially obtainable, it has put increased pressure on testing services as those who fail the first time are rebooking immediately, causing significant wait times across the country. The increase in wait times has multiple implications which are summarized below using national and local examples.

- **Reduced ability to access testing:** In 2020, the national average wait time to sit a restricted driving test was 16 days, this has dramatically increased to 53 days in 2023/24. Drivers in the Ashburton district are facing a 94-day delay in booking a restricted license test, with only one agent (VTNZ) being able to facilitate testing.
- **Increases in testing failure rates:** Excessive wait times in Ashburton may be causing young people to book testing in alternative locations. There is concern that completing a practical test on unfamiliar roads may lead to an increase in failure rates. Reports have also been made that the decision to remove re-sit fees has led to young drivers completing the test before they are ready, leading to multiple failed attempts.
- **Social and economic disadvantages for young people:** There are social and employability benefits to holding a drivers license. According to MBIE, two-thirds of all jobs advertised in New

Zealand have a minimum requirement of a restricted license. The reduced ability for young people to obtain a restricted or full license may see otherwise suitably skilled candidates miss out on employment opportunities while they wait to sit and obtain the required license. This also has impacts for the community, in particular local businesses, who will potentially struggle to source young candidates for entry level roles. This is further amplified in our community where public transport is non-existent, with the only quasi public transport available being the Mid Canterbury Connector – a locally led, volunteer driven service operating on a booked return trip service between rural communities.

This remit is Ashburton District Council's first step to address this issue, it is our hope that LGNZ will facilitate discussion with Hon Simeon Brown and other local councils to advocate for a review of the changes to the fee structure and to fund additional testing centres in key locations throughout New Zealand.

Relevant legislation, policy or practice

- Land Transport Act 1998 (part 4)
- Land Transport (Driver Licensing and Driver Testing Fees) Regulations 1999.
- NZTA driving licensing fees schedule

How does this remit relate to LGNZ's current work programme? (150 words)

LG NZ work engaging with Central Government will be a central premise of this remit making a difference. Ensuring that the local voice is heard and understood by central agencies is the only way in which this issue will be able to be addressed. Given the impact on our young people, and the subsequent effects this has on their ability to gain independence and contribute to our communities and local economies, we believe this is a worthy project for LG NZ to drive on behalf of the sector.

How will your council help LGNZ to make progress on this remit? (100-300 words)

The Ashburton District Council is willing to trial/pilot the practical applications of an improved graduated drivers licensing scheme.

Our Mayors Taskforce for Jobs programme has been highly successful, working with community groups and schools to identify people who are disadvantaged in the labour market. A significant proportion of this group are seeking drivers' licences in order to improve their chances of employment. There is an opportunity to align the Mayors Taskforce for Jobs programme with an enhancement of an Ashburton based training and accreditation centre. This would improve the outcomes for young people who cannot access public transport to get to work.

Ashburton District Council proposes a pilot scheme to work with government to attract, train and supply increased numbers of examiners for Ashburton district along with other centres throughout the country. Ashburton District would become a training region; prospective examiners would be based in the region while they train and qualify before returning to their respective regions to fill

gaps and boost capability. Our region is well suited to examiner development, being close to Christchurch but more affordable and having a network of urban and rural roads.

Supporting information

- Transport Minister Simeon Brown [interview](#)
- NZTA consultation documents: <https://www.nzta.govt.nz/regulatory/changes-to-regulatory-funding-fees-and-charges/why-we-need-to-change-our-fees-and-charges/>
- <https://www.odt.co.nz/star-news/star-christchurch/why-there-two-month-wait-sit-your-restricted-licence-test-canterbury>
- Evidence of support from an LGNZ zone or sector group or five councils.

11. Economic Development Strategy – 6 Monthly Report

Author *Simon Worthington; Economic Development Manager*
GM Responsible *Jane Donaldson; GM Compliance & Development*

Summary

- The purpose of this report is to provide Councillors with an update on the progress to achieving the Action Items laid out in the Economic Development Strategy 2023-33.

Recommendation

- 1. That** Council receives the Economic Development Strategy six monthly progress report.

Background

Economic Development Strategy 2023-33

1. The Economic Development Strategy 2023-33 was adopted in December 2023 and sets out the strategic direction for Economic Development over the next ten years. The strategy sets out three goals for development:
 - a. Living, working and learning here
 - b. Doing business here
 - c. Visiting and playing here

Underpinning these goals are a series of actions and this six-monthly report shows the progress on the Action Items listed under the strategy.

Progress Against the Action Items

2. Goal 1: Living, Working and Learning here.

Objective 1.1 - Local training solutions

<input type="checkbox"/>	Item		Status summary ⓘ	Summary timeline ⓘ	Summary due date ⓘ	Time Allocated ⓘ	Owner ⓘ	People ⓘ
<input type="checkbox"/>	Action 1.A1 Strategic Partnerships	⊕	Working on it	1 Jan - 30 Jun	30 Jun	40 hours	SW	
<input type="checkbox"/>	Action 1.A2 Strawman Learning Hub	⊕	Future steps	1 Jul - 31 Dec	31 Dec	80 hours	SW	
<input type="checkbox"/>	Action 1.A3 Feasibility Study	⊕	Future steps	Jan 1, '25 - Dec 31, '25	31 Dec, 2025	80 hours	SW	
<input type="checkbox"/>	Action 1.A4 Business Case	⊕	Future steps	Oct 1, '25 - Dec 31, '25	31 Dec, 2025	80 hours	SW	
<input type="checkbox"/>	Action 1.A5 Implement Business Plan	⊕	Future steps	Jan 1, '26 - Dec 31, '27	31 Dec, 2027	160 hours	SW	
<input type="checkbox"/>	Action 1.A6 Learning Hub Construction	⊕	Future steps	Jan 1, '30 - Dec 31, '32	31 Dec, 2032	160 hours	SW	
<input type="checkbox"/>	Action 1.A7 Innovation Centre Business Case	⊕	Future steps	Jan 1, '30 - Jun 30, '30	30 Jun, 2030	80 hours	SW	
<input type="checkbox"/>	Action 1.A8 Implement Innovation Centre Business Case	⊕	Future steps		30 Jun, 2031	80 hours	SW	

2.1 - Action 1.A1 Finalise Strategic Partnerships with Education Providers

Currently working with Ara, Canterbury University, Lincoln University, Business Canterbury, Ministry of Social Development, Tertiary Education Commission, Ashburton Learning Centre, Keep Learning Mid Canterbury, and the YMCA. These partners currently make up the working group for developing a strawman model for Action 1.A2.

2.2 Action 1.A2 Learning Hub Strawman Concept Document – on track to be delivered by 30th June 2024

Officers are currently conducting background research that provides an understanding of the current provision and delivery of training in the district. The research will develop an understanding of the community's participation in the training that is delivered in the district and if the data allows, scope the training residents are engaged in outside of the district, either extramurally or by travelling to learning. The background research will also explore national and international models of provision that other areas have undertaken. A scrape of the available data from Central Government Agencies

will provide a high-level understanding of future training needs in the region. Finally, the research will provide a high-level analysis of delivery options and potential learning hub models.

From the research a concept / discussion document will developed. A working group TOR has been developed and working group meetings have been established with the first meeting taking place on 16th May 2024. Composition of the working group includes Ara, Canterbury University, Lincoln University, Business Canterbury, Ministry of Social Development, Tertiary Education Commission, Ashburton Learning Centre, YMCA and Ashburton District Council.

A working document outlining the outputs from the Working Group early-stage Strawman Concept will be presented to Council in August 2024.

▼ Objective 1.2 – Annual calendar of events

<input type="checkbox"/>	Item		Status summ... ⓘ	Summary ti... ⓘ	Summary du... ⓘ	Time Allocat... ⓘ	Owner ⓘ	People ⓘ
<input type="checkbox"/>	Action 1.B1 District Wide Events Plan	+	Working on it	30 Jun - 9 Oct	30 Jun	40 hours	SC	
<input type="checkbox"/>	Action 1.B2 Identify New Events	+	Working on it	Dec 31, '24 - ...	31 Dec	40 hours	SC	
<input type="checkbox"/>	Action 1.B3 Iconic Event Per Quarter	+	Working on it	30 Jun - 9 Oct	30 Jun	40 hours	SC	
<input type="checkbox"/>	Action 1.B4 Full Programme of Events ...	+	Working on it	30 Jun - 9 Oct	30 Jun	40 hours	SC	
<input type="checkbox"/>	Action 1.B5 Develop resources for Eve...	+	Working on it	Dec 31, '25 - A...	31 Dec, 2025	160 hours	SC	
<input type="checkbox"/>	Action 1.B6 Develop Promotional Medi...	+	Future steps	Jan 1, '25 - De...	31 Dec, 2026	200 hours	SC	
<input type="checkbox"/>	Action 1.B7 Engage New Events	+	Future steps	Jan 1, '27 - De...	30 Jun, 2032	600 hours	SC	

2.3 Action 1.B1

Officers are working to develop a District Wide event plan that will sit alongside Action 1.B4. Once completed officers will undertake a gap analysis to inform actions 1.B2 and 1.B4, it is expected the gap analysis will be completed by the end of July 2024 at which time Officers will look engage in a workshop with Councillors to explore options for community events and paid for events.

2.4 Action 1.B2

See Action 1.B3

2.5 Action 1.B3

Officers are currently exploring two new events that would ensure that there is a significant event each quarter. Currently Officers run a Xmas Event in December and Glow in the Park in June. Officers intend the following programme of events commencing in the next financial year:

Q1 – Night Food Festival – the implementation of an annual food festival that takes place in September each year and showcases foods from around the District.

Q2 – Xmas Event Series – lighting up the Xmas tree, Xmas in the Park and Xmas Movies.

Q3 – Summer Concert Series – starting with a summertime concert in the Domain and expanding to 3-4 concerts throughout the summer season.

Q4 – Glow in the Park – building on Glow in the Park as an annual event.

2.6 Action 1.B4

Officers are currently working on a new approach to community events on Council land. An events website will enable event organisers to lodge their events electronically, this will dramatically improve the communications between the event organisers and Council staff and reduce the effort needed to lodge an event application.

The new website will also have a calendar of local events that improves the visibility of local events and will also be promoted in Council briefs and social media.

2.7 Action 1.B5

Local event organisers are finding it increasingly difficult to run events with the costs increasing in areas such as Traffic Management Planning and health and safety requirements being increasingly implemented.

Officers have scheduled a workshop with local Event Organisers to explore how resources for local events can be shared better, how events can work together to ensure the best outcomes for the community. The workshop will also explore how better collaboration could take place under an Ashburton Events umbrella to reduce the costs of equipment hire, insurance and volunteers.

▼ Objective 1.3 – Recognise and accommodate diverse needs

<input type="checkbox"/>	Item		Status summ... ⓘ	Summary Ti... ⓘ	Summary du... ⓘ	Time Allocat... ⓘ	Owner ⓘ	People ⓘ
<input type="checkbox"/>	Action 1.C1 Accreditation	+	Working on it	Dec 31, '24 - ...	31 Dec			
<input type="checkbox"/>	Action 1.C2 Plan for Welcoming Communities	+	Working on it	Jan 1, '25 - De...	31 Dec, 2032			
<input type="checkbox"/>	Action 1.C3 Integrate Welcoming Communities into Workforce Initiatives	+	Future steps	Jan 1, '25 - De...	31 Dec, 2026			
<input type="checkbox"/>	Action 1.C4 Review Effectiveness of Welcoming Communities	+	Future steps	Oct 1, '29 - De...	31 Dec, 2029			

3 Goal 2: Doing Business here.

Objective 2.1 – Business owners and employees are skilled, adaptable and capable

<input type="checkbox"/>	Item	Status summ... ⓘ	Summary ti... ⓘ	Summary du... ⓘ	Time Allocat... ⓘ	Owner ⓘ	People ⓘ	
<input type="checkbox"/>	Action 2.A1 Develop partnerships with industry organisations and government agencies	⊕	Future steps	30 Jun - 10 Oct	30 Jun	40 hours	SW	
<input type="checkbox"/>	Action 2.A2 Develop a structured approach to identifying and acting on opportunities	⊕	Future steps	1 Jul - 31 Dec	31 Dec	40 hours	SW	
<input type="checkbox"/>	Action 2.A3 Deliver business support	⊕	Future steps	Jan 1, '25 - De...	31 Dec, 2027	200 hours	SW	
<input type="checkbox"/>	Action 2.A4 Attract and retain skilled people	⊕	Future steps	Apr 12, '24 - D...	31 Dec, 2027	80 hours	SW	
<input type="checkbox"/>	Action 2.A5 Development pathway for employees to access skills development opportunities	⊕	Future steps	Jan 1, '26 - De...	31 Dec, 2032	200 hours	SW	
<input type="checkbox"/>	Action 2.A6 Support young people access employment	⊕	Working on it	Jun 30, '25 - ...	30 Jun, 2025	2,800 hours	SW	

3.1 Action 2.A1

Although not a scheduled activity in the Strategy, relationships are continually being developed. In the last six months officers have developed relationships with:

- Business Canterbury
- New Zealand Trade and Enterprise
- Ministry of Social Development
- Tertiary Education Providers – Ara / University of Canterbury / Lincoln University
- ChristchurchNZ
- Other Councils through the Mayoral Economic Development Forum

3.2 Action 2.A6

The initial Mayor’s Taskforce for Jobs (MTFJ) pilot programme was successful with 26 placements being achieved, which exceeded the contract requirements of 12 placements. This success led to a two year contract to deliver services to people who are disadvantaged in the labour market. Year 1 has exceeded contractual requirements of 38 sustainable placements, in the first 11 months 51 sustainable placements were achieved. Year 2 has a slightly lower requirement of 30 placements which officers are confident of achieving.

It is apparent that the funded provision is not meeting regional needs, since the programme was established the number of people accessing the programme has been much higher than expected. There are a greater number of people in our community who are unemployed and possibly not accessing Work and Income or Ministry of Social Development support than official data from StatsNZ would suggest. Of particular concern is the softening of the labour market with the economy becoming more constrained and the impact of this softening on an already stretched programme.

Objective 2.2 – Businesses have access to the expertise, knowledge, and skills

<input type="checkbox"/>	Item		Status sum... ⓘ	Summary ti... ⓘ	Summary du... ⓘ	Time Allocat... ⓘ	Owner ⓘ	People ⓘ
<input type="checkbox"/>	Action 2.2a Establish Business Leadership group	+	Working on it	28 Jun - 29 O...	28 Jun	30 hours	SW	
<input type="checkbox"/>	Action 2.2b. Analysis of emerging risks and opportunities	+	Future steps	May 3, '24 - J...	30 Jun, 2025	80 hours	SW	
<input type="checkbox"/>	Action 2.2c. Plan for address risks and utilising opportunities	+	Future steps	May 3, '24 - J...	30 Jun, 2027	80 hours	SW	
<input type="checkbox"/>	Action 2.2d. Centre of Expertise – a virtual network	+	Future steps	May 3, '24 - J...	30 Jun, 2027	200 hours	SW	
<input type="checkbox"/>	Action 2.2e. Support the distribution of expert knowledge	+	Future steps	May 3, '24 - J...	30 Jun, 2032		SW	

3.3 Action 2.2A

Work to establish a Business Leadership Group is underway, Terms of Reference has been developed and initial members have been identified and are currently being approached. It is expected that the first meeting will take place in September and the group will meet on a six-monthly basis moving forward.

Objective 2.3 – SMEs are well supported locally

<input type="checkbox"/>	Item		Status summ... ⓘ	Summary ti... ⓘ	Summary du... ⓘ	Time Allocat... ⓘ	Owner ⓘ	People ⓘ
<input type="checkbox"/>	Action 2.C1 Gap Analysis of Industry Capability	+	Future steps	Jul 1, '24 - Jun...	30 Jun, 2025	40 hours	SW	
<input type="checkbox"/>	Action 2.C2 Partner with Business Canterbury and IOD to increase local training	+	Future steps	Jul 1, '24 - Jun...	30 Jun, 2026	40 hours	SW	

3.4 These Action Items are planned for future years.

Objective 2.4 – New businesses to the district are supported

<input type="checkbox"/>	Item		Status summ... ⓘ	Summary ti... ⓘ	Summary du... ⓘ	Time Allocat... ⓘ	Owner ⓘ	People ⓘ
<input type="checkbox"/>	Action 2.D1 Lowering barriers to businesses setting up in Ashburton District	+	Working on it	28 Jun - 29 O...	30 Jun	40 hours	SW	
<input type="checkbox"/>	Action 2.D2 Streamline pathways for investors	+	Future steps	Dec 31, '24 - ...	31 Dec	40 hours	SW	

3.5 Action 2.D1

A multi team approach is undertaken for new businesses establishing themselves in Ashburton District. New developments are offered a meeting with managers from Assets, Planning, Building, Property, Economic Development and Roading. Following an exploratory meeting these teams then work with the developer to ensure complications can be quickly resolved and the potential for success of the development being realised in the Ashburton District is maximised.

Officers also hold a monthly Strategic Liaison meeting that brings together the outward focused Council Teams, this meeting focusses on the large scale developments taking place in the District, ensuring that all teams are up to date with clarity across the organisation.

An example of Council Teams working together over a number of years to achieve a successful outcome in the District has been the Southern Equine Centre.

4 Goal 3: Visiting and Playing here.

▼ Ashburton CBD is a must-visit destination

<input type="checkbox"/>	Item		Status Sum... ⓘ	Summary ti... ⓘ	Summary du... ⓘ	Time Allocat... ⓘ	Owner ⓘ	People ⓘ
<input type="checkbox"/>	Action 3.A1 Feasibility to increase the foot traffic in the CBD	+	Future steps	Jul 1, '24 - Jun...	30 Jun, 2026	80 hours	SW	
<input type="checkbox"/>	Action 3.A2 Business case for CBD improvements	+	Future steps	Jul 1, '26 - Jun...	30 Jun, 2027	80 hours	SW	
<input type="checkbox"/>	Action 3.A3 Implement business case	+	Future steps	Jul 1, '27 - Jun...	30 Jun, 2029	160 hours	SW	
<input type="checkbox"/>	Action 3.A4 Secure businesses and confirm commitment	+	Future steps	Jul 1, '27 - Jun...	30 Jun, 2029	200 hours	SW	
<input type="checkbox"/>	Action 3.A5 CBD Retail design and construction	+	Future steps	Jul 1, '28 - Jun...	30 Jun, 2031	200 hours	SW	

4.1 These Action Items are planned for future years.

▼ Develop the 'Ashburton District story'.

<input type="checkbox"/>	Item		Status Sum... ⓘ	Summary ti... ⓘ	Summary du... ⓘ	Time Allocat... ⓘ	Owner ⓘ	People ⓘ
<input type="checkbox"/>	Action 3.B1 Research what we are known for	+	At risk	Dec 31, '24 - ...	31 Dec	80 hours	SD	
<input type="checkbox"/>	Action 3.B2 Develop regional narrative	+	Future steps	Jan 1, '25 - De...	31 Dec, 2026	160 hours	SD	
<input type="checkbox"/>	Action 3.B3 Integrate the Ashburton Story across the district	+	Future steps	Jan 1, '27 - De...	31 Dec, 2029	200 hours	SD	
<input type="checkbox"/>	Action 3.B4 Further development of the Ashburton Story	+	Future steps	Jan 1, '29 - De...	31 Dec, 2032	200 hours	SD	

4.2 Action 3.B1

This action cannot occur due a lack of budget. A business case will be completed for the 2025/26 Annual Plan to seek funding for this initiative.

Actions 3.B2 / 3.B3 / 3.B4 will be subject to the research being completed and timeframes could stretch based on any delays.

▼ Promote our special character places

<input type="checkbox"/>	Item		Status Sum... ⓘ	Summary ti... ⓘ	Summary du... ⓘ	Time Allocat... ⓘ	Owner ⓘ	People ⓘ
<input type="checkbox"/>	Action 3.C1 Develop a Destination Management Plan	+	Done	! Jan 1, '23 - ...	8 Dec, 2023	80 hours	SD	
<input type="checkbox"/>	Action 3.C2 Implement the Destination Management Plan	+	Working on it	Jul 1, '24 - De...	31 Dec, 2032	200 hours	SD	
<input type="checkbox"/>	Action 3.C3 Formalise the Highway 72 Collab Group	+	Working on it	30 Jun - 10 Oct	30 Jun	40 hours	SD	
<input type="checkbox"/>	Action 3.C4 Promote Inland Scenic	+	Future steps	Jul 1, '24 - De...	31 Dec, 2025	40 hours	SD	
<input type="checkbox"/>	Action 3.C5 Engage with Methven visitor providers	+	Future steps	Jan 1, '25 - De...	31 Dec, 2027	80 hours	SD	
<input type="checkbox"/>	Action 3.C6 Promote Methven	+	Future steps	Jan 1, '26 - De...	31 Dec, 2032	200 hours	SD	
<input type="checkbox"/>	Action 3.C7 Investigate strategies to increase Ashburton town bed nights	+	Future steps	Jan 1, '25 - De...	31 Dec, 2025	80 hours	SD	
<input type="checkbox"/>	Action 3.C8 Implement strategies to increase bed nights in Ashburton town	+	Future steps	Jan 1, '27 - De...	31 Dec, 2032	200 hours	SD	
<input type="checkbox"/>	Action 3.C9 Develop and strengthen relationships with key stakeholders	+	Working on it	Dec 31, '32 - A...	31 Dec, 2032	200 hours	SD	

4.3 Action 3.C1

This Action was completed, the Destination Management Plan was endorsed by Council in December 2023.

4.4 Action 3.C2

ChristchurchNZ have appointed a Destination Management Implementation Manager to provide oversight of the projects identified in the Destination Management Plan. Currently there is no budget available to undertake any projects identified in the plan and officers will bring Business Cases to Council once projects have been identified and scoped.

4.5 Action 3.C3

A working group made up of representatives from Ashburton District Council, Selwyn District Council and Waimakariri District Council has been established to explore opportunities for the development of the Inland Scenic route and better promotion of this as an iconic driving route.

Next stages are to bring Timaru District Council and Mackenzie District Council into the group so the route can be joined with the route through Geraldine and the Mackenzie basin to Central Otago.

Recent developments in thinking around the Dark Sky initiatives will also be added into the options for this route.

4.6 Action 3.C9

Officers have proactively worked with operators within accommodation, hospitality and activities sectors, developing an understanding of the opportunities and challenges that local businesses are facing.

The Mid Canterbury Tourism Advisory Group (MCTAG) has been refreshed with new members better reflecting the breadth of operators from across the District. Rakaia Holiday Park, Smoke and Opuke Thermal Pools have been added to the group.

A networking event was held in April 2024 that had 42 operators attend. This was the largest networking event to date and was a clear sign that the industry is increasingly willing to engage with District Promotion Officers.

Throughout the period since the adoption of the Economic Development Strategy there have been a number of meetings with ChristchurchNZ which is the Regional Tourism Operator that we sit under. We continue to press ChristchurchNZ for information that will assist in the development of our Visitor Sector.

Officers attended a recent Dark Sky meeting that explored the development of a Dark Sky trail through Canterbury with a number of Territorial Authorities interested in projects in their area. Officers will continue to explore the opportunities for the Ashburton District in having its own Dark Sky initiative.

5 Additional Action Items

The Economic Development Strategy, and more specifically the Action Plan, was designed to be a living document. As such it was anticipated that other projects would from time to time emerge as important.

5.1 Mid Canterbury Interactive Trades Expo

Officers are currently working with business leaders, education providers and central government agencies to develop an interactive Trades Expo that seeks to ensure that young people are aware of the career opportunities available in the Ashburton District.

The interactive Trades Expo will take place 24th August 2024 10am – 2pm at Hampstead Sports Ground with families being invited.

Funding has been applied for through the MTFJ / MSD Special Projects Fund.

5.2 30/30 Initiative

The 30/30 Initiative seeks to reduce the region's carbon emissions by 30% by 2030. A series of meetings have taken place, the first being with Rod Carr, Climate Change Commissioner and a number of local business leaders. A Terms of Reference has been developed for a group to govern the project, the business leaders will continue to provide advice around this project.

Next steps are to identify funding for the project, recent government austerity measures have made this harder with many government agencies who would typically fund this activity, having their funding reduced or removed. At this stage there is no funding for this project to progress.

5.3 Braided Rivers Cycle Trail

This is a project that would see the creation of a four day circular Cycle Trail that winds its way from Rakaia to Methven, along the foot hills to Mt Sommers, back through the plains to Ashburton and then the final day along the seafront to Rakaia.

Work on this project was started by the Braided Rivers Cycle Trust which ceased its activities after the Canterbury Earthquake. All their planning materials have been given to the Ashburton District Council Economic Development team.

The sum of \$25,000 has been included in the LTP for concept development.

Legal/policy implications

Climate Change Outcomes

- 6 Climate change outcomes are reflected throughout the strategy. Specific climate change initiatives include the 30/30 initiative and Action 2.A1 in our work with Government Agencies and Partner Organisations.

Strategic alignment

- 7 This report directly relates to the Economic Development Strategy 2023-33 and its Action Plan.
- 8 The recommendation to receive the information relates to all four of the Council's community outcomes of Economic, Environmental, Cultural and Social.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	✓	The actions in the strategy address the economy and economic wellbeing.
Environmental	✓	There are key links to environmental and climate change outcomes for the Ashburton District in the Economic Development Strategy.
Cultural	✓	The Strategy addresses our diverse population within the three strategic goals.
Social	✓	A number of initiatives in the strategy address improving social outcomes in Mid Canterbury.

Financial implications

Requirement	Explanation
What is the cost?	Nil
Is there budget available in LTP / AP?	N/A
Where is the funding coming from?	N/A
Are there any future budget implications?	N/A
Reviewed by Finance	Erin Register; Finance Manager.

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Rationale for selecting level of significance	This report is to provide information only. As no decision is being made, there is no impact from receiving this report.
Level of engagement selected	Inform
Rationale for selecting level of engagement	The Strategy was widely consulted on and this report is information only, providing an update on progress. It does not seek more resourcing, however it does show where there may be constraints on the current funding levels.
Reviewed by Strategy & Policy	Mel Neumann; Policy Advisor

Next steps

9 Next report will be due in December 2024.

12. Naming of Roads – Wilsons Smithfield Limited

Author	<i>Ian Hyde, District Planning Manager</i>
Activity manager	<i>Ian Hyde, District Planning Manager</i>
Group manager	<i>Jane Donaldson, Group Manager Compliance and Development</i>

Summary

- The purpose of this report is to name two roads to vest in Council and a private right of way which were approved under subdivision SUB23/0050. This subdivision creates a multi-stage residential development on Residential C zoned land in Ashburton.
- Conditions attached to the resource consent decision require an application to Council to propose names for roads within the subdivision.
- For clarity, both the roads to vest and right of way to be named are referred to as “roads” in this report. This is in order to be consistent with the application and provided plan.
- The applicant has provided three name options for the roads, as follows:
 - Road 1 (vested road from Smithfield Road)** options proposed are: *Morrison Avenue, Elginfield Avenue, Gilbert Avenue*
 - Road 2 (vested road from Road 1)** options proposed are: *Potters Place, Clearview Place, Trainers Place*
 - Road 3 (private right of way from Road 2)** options proposed are: *Lodge Lane, Lawson Lane, Trainers Lane*
- The justification for the names proposed by the applicants is variously to acknowledge the developers, horse racing and the history of the area. An extract from the naming application which explains the relevance of the names is attached as Appendix 2.
- The names have been checked against the Council’s adopted Naming Policy and the Australian/ New Zealand Addressing Standard.

Recommendation

1. **That** the roads to vest in Council as part of Subdivision SUB23/0050 known as Wilsons Smithfield Limited accessed from Smithfield Road be named Morrison Avenue, Potters Place, Lodge Lane.

Attachments

- Appendix 1** Road naming application plan.
Appendix 2 Applicant’s explanation of names

Background

The current situation

1. There is a requirement for the applicant to supply proposed names as part of the approval of conditions associated with their subdivision application progression.
2. The justification for the names proposed by the applicants is tabled in Appendix 2

Preferred Names below

Road 1 - Morrison Avenue

Road 2 – Potters Place

Road 3 – Lodge Lane

3. It is considered that the preferred names demonstrate a suitable relationship to their environment as expected within the Council’s naming policy. Suffixes have been checked with the protocols within the Naming Standards and are acceptable, noting that private rights of way may only be suffixed “Lane”.

Options analysis

Option One - Do nothing

4. This is not a practical option as there are currently no adopted names for the roads.

Option Two - Name the road – (Preferred option)

5. That the recommended names be adopted.

Legal/policy implications

Legislation (Statutes & Regulations)

6. The Local Government Act 1974 [Clause 319\(j\)](#) which relates to the powers of councils in respect to roads and includes naming responsibilities.
7. Accordingly, there are no statutory implications other than to inform LINZ and other affected stakeholders of the new name.

Council Strategies, Plans, Policies, Bylaws

8. Ashburton District Council has adopted a policy on road naming, the relevant sections of this policy can be found [here](#).

Strategic alignment

9. The recommendation relates to Council’s community outcome of Social because of the following.

Wellbeing		Reasons why the recommended outcome has an effect on this wellbeing
Economic	X	None
Environmental	X	None
Cultural	✓	The appropriate naming of roads has benefit to the character of the area and the identity of the District
Social	✓	The naming by the developer provides a link between them and the development for the future.

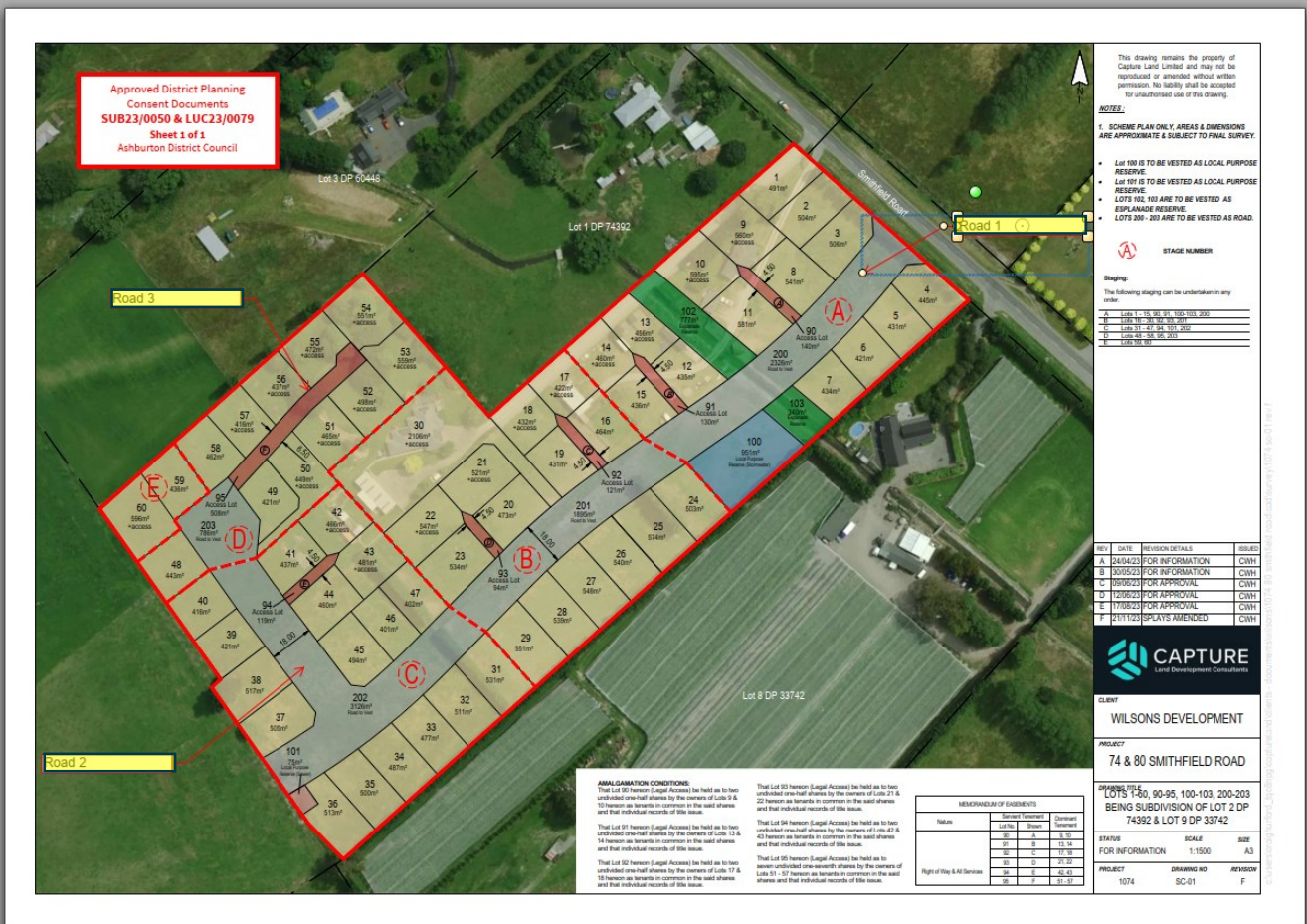
Financial implications

Requirement	Explanation
What is the cost?	N/A
Is there budget available in LTP / AP?	N/A
Where is the funding coming from?	Costs associated with the naming are borne by the applicant/developer.
Are there any future budget implications?	N/A
Reviewed by Finance	Not required.

Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	No
Level of significance	Low
Rationale for selecting level of significance	N/A
Level of engagement selected	Inform
Rationale for selecting level of engagement	The recommended option will not require any action to be taken. The applicant will be informed of Council's decision following the Council meeting.
Reviewed by Strategy & Policy	Mark Low: Strategy & Policy Manager

Appendix 1 Subdivision Naming Plan



Appendix 2 Applicants explanation of names

	Choice 1	Choice 2	Choice 3
Road (A) - off Smithfield	Morrison Avenue - previous owner and prominent racing personality	Elginfield Avenue - combo of Elgin and Smithfield	Gilbert Avenue - GM of original freezing works
Road (B) - off Road (A)	Potters Place - from original name, Potters Paddock	Clearview Place - horse stud	Trainers Place - related to stables
ROW (C) - off Road (B)	Lodge Lane - from the horse training stable, Charisma Lodge	Lawson Lane - Developer name	Trainers Lane - related to stables

Council

5 June 2024



13. Financial Reports

Author *Erin Register, Finance Manager*

GM responsible *Leanne Macdonald, GM Business Support*

Attachments

Financial variance report – April 2024

***Ashburton
District Council
Financial Variance Report
For the period ending
30 April 2024***

Variances greater than \$100,000 are highlighted in **red bold**. If the variance is permanent an explanation is provided.

F (favourable variance) means that either actual revenue is greater than budget or actual expenditure is less than budget.

U (unfavourable variance) is **when** actual revenue is less than budget or actual expenditure is greater than budget.

Contents

Income and Expenditure – Overview.....	3
Income and Expenditure – Summary.....	4
Transportation – Income & Expenditure Report.....	5
Drinking Water – Income & Expenditure Report.....	7
Wastewater – Income & Expenditure Report.....	9
Stormwater – Income & Expenditure Report.....	11
Stockwater – Income & Expenditure Report.....	13
Waste Reduction & Recycling – Income & Expenditure Report.....	15
Recreation Facilities – Income & Expenditure Report.....	16
Recreation & Community Services – Income & Expenditure Report.....	18
Economic Development – Income & Expenditure Report.....	21
Parks & Open Spaces – Income & Expenditure Report.....	24
Community Governance & Decision Making – Income & Expenditure Report.....	26
Compliance & Development – Income & Expenditure Report.....	28
Miscellaneous, Dividends & Internal Overheads – Income & Expenditure Report.....	30
Balance Sheet.....	34
Net Debt and Borrowings.....	35
Council Investments.....	37
Receivables Summary (Including Prior Month Comparative).....	38

Income and Expenditure – Overview

For period ending 30 April 2024

\$74.03 M Actual YTD Operating Income	\$90.96 M Forecast Full Year Operating Income	(\$16.93) M Variance Operating Income	81% % of Forecast Operating Income
\$67.51 M Actual YTD Operating Expenditure	\$83.47 M Forecast Full Year Operating Expenditure	(\$15.96) M Variance Operating Expenditure	81% % of Forecast Operating Expenditure
\$8.85 M Actual YTD Capital Income	\$64.95 M Forecast Full Year Capital Income	(\$56.10) M Variance Capital Income	14% % of Forecast Capital Income
\$49.59 M Actual YTD Capital Expenditure	\$81.07 M Forecast Full Year Capital Expenditure	(\$31.47) M Variance Capital Expenditure	61% % of Forecast Capital Expenditure
\$0.00 M Actual YTD Loans Repaid	\$7.02 M Forecast Full Year Loans Repaid	(\$7.02) M Variance Loans Repaid	0% % of Forecast Loans Repaid

Deferred Capital Expenditure

Activity	Forecast	Projected Spend	Variance	Carryover	Reason
<u>Drinking Water</u>					
Group Water Supplies	18,397,791	12,897,791	3,500,000	Yes	\$3.5M Carryover
			2,000,000	No	Delays \$2M in LTP
Montalto Water Supply	870,999	120,999	750,000	No	The proposed intake upgrades included in draft LTP
<u>Waste Water</u>					
Ashburton Wastewater	9,352,911	7,352,911	2,000,000	No	Accounted for in the draft LTP
<u>Stormwater</u>					
Ashburton Stormwater	224,140	-	224,140	Yes	West St Treatment & Attenuation (Design Phase)
<u>Recreation Facilities and Services</u>					
Library	236,427	186,427	50,000	Yes	Library team resourcing limitations
<u>Recreation & Community Services</u>					
Elderly Persons Housing	1,021,560	221,560	800,000	Yes	Delay in construction of replacement units
Reserves and Camping Grounds	1,600,000	-	1,600,000	Yes	\$1.5M West Street Car Park / \$100k Rakaia Memorial Hall Earthquake Strengthening
<u>Economic Development</u>					
Commercial Property	28,149,701	15,615,701	4,984,000	Yes	\$484k Balmoral Hall / \$300k Oval Pavilion / \$150k Walnut Pavilion / \$1.9M Art Gallery / \$150k Rakaia Medical Centre / \$2M Te Whare Whakaterere
			550,000	No	Rakaia Medical Centre not progressing
			7,000,000	No	Te Whare Whakaterere - Overstated Carryover. This will be adjusted and reflect in the May Report. Capital Expenditure for April is 67% of adjusted Forecast
<u>Parks & Open Spaces</u>					
Parks and Recreation	4,622,270	3,992,270	630,000	Yes	Baring Square East Redevelopment - Amenity enhancements
<u>Miscellaneous</u>					
Information Systems	783,210	408,610	374,600	Yes	Delays due to the timing of Te Whakaterere Whare
			24,462,740		
			4,750,000		Budgeted in the LTP
			7,550,000		Not carried forward
			12,162,740		Expected Carry Forwards
			24,462,740		

Income and Expenditure – Summary

For period ending 30 April 2024

	Actual YTD	Full Year Forecast	Variance	Percentage of Forecast
Revenue				
Rates	39,762,159	46,905,992	(7,143,834)	85%
Fees and Charges	9,534,580	10,644,099	(1,109,519)	90%
Subsidies and Grants	15,590,527	10,903,866	4,686,661	143%
Finance Income	1,065,491	417,200	648,291	255%
Other Revenue	6,203,188	5,394,060	809,128	115%
Other Sales	1,316,265	1,139,074	177,190	116%
Development / Financial Contributions	533,125	632,800	(99,675)	84%
Gain on Sale of Assets	24,842	12,107,828	(12,082,985)	0%
Vested Assets	0	2,816,100	(2,816,100)	0%
Total Revenue	74,030,177	90,961,020	(16,930,843)	81%
Operating Expenditure				
Payments to Staff and Suppliers	48,431,451	61,651,384	(13,219,933)	79%
Finance Costs	4,716,368	4,576,131	140,236	103%
Other Expenses	171,745	205,155	(33,410)	84%
Depreciation	14,190,594	17,034,370	(2,843,776)	83%
Total Expenditure	67,510,158	83,467,041	(15,956,882)	81%
Net operating surplus (deficit)	6,520,019	7,493,979	(973,960)	87%
Capital Income				
Loans Raised	4,226,473	60,047,564	(55,821,090)	7%
Land Sales	4,499,505	4,797,800	(298,295)	94%
Other Asset Sales & Disposals	128,152	104,300	23,852	123%
Total Capital Income	8,854,131	64,949,664	(56,095,533)	14%
Capital Expenditure				
Infrastructural Assets	12,693,908	22,958,929	(10,265,021)	55%
Cyclic Renewals	18,369,525	22,902,158	(4,532,634)	80%
Plant	607,085	902,634	(295,549)	67%
Additions/Alterations	15,994,675	24,771,934	(8,777,259)	65%
Other Assets	1,928,561	9,530,352	(7,601,790)	20%
Total capital expenditure	49,593,755	81,066,008	(31,472,253)	61%
Loan Repayments	0	7,024,840	(7,024,840)	0%
Total capital to be funded	40,739,624	23,141,184	17,598,440	176%

Transportation – Income & Expenditure Report

For period ending 30 April 2024

	Actual YTD	Forecast Full Year	Variance	Percentage of Forecast	Permanent Variance
Operating Income					
Footpaths	1,457,503	1,451,336	6,166	100%	
Roading	14,829,921	15,805,183	(975,262)	94%	Yes
	16,287,424	17,256,519	(969,095)	94%	
Operating Expenditure					
Footpaths	1,204,459	1,451,336	(246,877)	83%	No
Roading	14,237,397	15,805,184	(1,567,787)	90%	Yes
	15,441,856	17,256,520	(1,814,664)	89%	
Capital Income					
Footpaths	0	11,053	(11,053)	0%	
Roading	0	2,342,897	(2,342,897)	0%	No
	0	2,353,950	(2,353,950)	0%	
Capital Expenditure					
Footpaths	684,512	521,500	163,012	131%	Yes
Roading	9,822,515	9,378,039	444,477	105%	Yes
	10,507,028	9,899,539	607,489	106%	
Loan Repayments					
Footpaths	0	60,728	(60,728)	0%	
Roading	0	254,177	(254,177)	0%	No
	0	314,905	(314,905)	0%	

The above financials include the following:

Development Contributions	0	0	0	0%
---------------------------	---	---	---	----

The above financials do not include the following:

Vested Assets	0	0	0	0%
---------------	---	---	---	----

The above financials do not include appropriations - to and from activities

Transportation – Operating Income

Roading **\$975,262U**

Reason for variance

There will be additional subsidy resulting from the additional \$1,000,000 for sealed pavement rehabilitation and \$1,044,790 for emergency works approved by Waka Kotahi.

Transportation – Operating Expenditure

Roading **\$1,567,787F**

Reason for variance

The cost of emergency works of \$1,044,790 from the July 2023 heavy rain event and sealed pavement maintenance expenditure over budget will result in an overspend at the end of the 2023/24 year.

Transportation – Capital Expenditure

Footpaths **\$163,012U**

Reason for variance

All programmed footpath renewals have been completed for the year. The overspend relates to footpath renewal as part of the Baring Square East upgrade which was not allowed for in that budget and a portion of footpath renewal done as part of the Tinwald Corridor Improvement project utilising the contractor on site. The overspend will remain against footpaths but may be accommodated in the overall subsidised roading expenditure claimed from NZTA.

Roading **\$444,477F**

Reason for variance

Waka Kotahi has approved an additional \$1,000,000 for sealed pavement rehabilitation as mentioned above under operating income.

Drinking Water – Income & Expenditure Report

For period ending 30 April 2024

	Actual YTD	Forecast Full Year	Variance	Percentage of Forecast	Permanent Variance
Operating Income					
Group Water Supplies	5,777,750	6,492,235	(714,484)	89%	No
Montalto Water Supply	322,983	383,282	(60,299)	84%	
Lyndhurst Water Supply	13,684	17,974	(4,290)	76%	
Barhill Water Supply	4,087	4,830	(743)	85%	
	<u>6,118,505</u>	<u>6,898,321</u>	<u>(779,816)</u>	<u>89%</u>	
Operating Expenditure					
Group Water Supplies	4,966,852	6,349,738	(1,382,886)	78%	No
Montalto Water Supply	269,796	386,087	(116,291)	70%	No
Lyndhurst Water Supply	6,070	4,926	1,144	123%	
Barhill Water Supply	1,748	1,405	344	124%	
	<u>5,244,466</u>	<u>6,742,156</u>	<u>(1,497,690)</u>	<u>78%</u>	
Capital Income					
Group Water Supplies	0	17,623,432	(17,623,432)	0%	No
Montalto Water Supply	0	744,636	(744,636)	0%	No
	<u>0</u>	<u>18,368,068</u>	<u>(18,368,068)</u>	<u>0%</u>	
Capital Expenditure					
Group Water Supplies	10,502,293	18,397,791	(7,895,498)	57%	Yes
Montalto Water Supply	32,748	870,999	(838,251)	4%	Yes
	<u>10,535,040</u>	<u>19,268,790</u>	<u>(8,733,749)</u>	<u>55%</u>	
Loan Repayments					
Group Water Supplies	0	780,829	(780,829)	0%	No
Montalto Water Supply	0	12,859	(12,859)	0%	
Lyndhurst Water Supply	0	13,048	(13,048)	0%	
Barhill Water Supply	0	3,425	(3,425)	0%	
	<u>0</u>	<u>810,161</u>	<u>(810,161)</u>	<u>0%</u>	
<i>The above financials include the following:</i>					
Development Contributions	131,443	178,232	(46,789)	74%	
<i>The above financials do not include the following:</i>					
Vested Assets	0	1,189,020	(1,189,020)	0%	

The above financials do not include appropriations - to and from activities

Drinking Water – Capital Expenditure

Group Water Supplies

\$7,895,498F

Reason for variance

A forecast favourable variance of ~\$5,500,000 is expected at year end. This budget includes (amongst other projects) the installation of UV equipment on six¹ supplies. Due to the increased complexity of this project, the design phase is taking longer than originally envisaged. As a consequence, the timing of some physical works (and incurred costs) will extend into the next financial year. Note:- \$2.0M of the forecast above is already accounted for in the 2024-34 Draft LTP, and any favourable variance beyond this amount will be subject to a request for carryover funding.

Affected projects include:

- Filtration and/or UV Treatment Upgrades – Ashburton; Rakaia; Mayfield, Dromore, Hinds and Chertsey

Montalto Water Supply

\$838,251F

Reason for variance

A revised forecast favourable variance of ~\$750,000 is expected at year end. This budget covers the ongoing investigations into upgrading the treatment plant for the scheme which have been put on hold as the associated capital project has been deferred until Year 4 of the draft LTP.

It also includes another project covering repairs to be undertaken at the intake. This project has been scoped and we are awaiting a price proposal from O&M contractor. Because of the proposed intake upgrades now programmed in the draft LTP (Y4), the scope of these repair works will be less than originally envisaged.

Affected projects include:

- Montalto Treatment Plant Upgrade (Design phase)
- Montalto Intake Repairs

¹ This was originally seven supplies, but Fairton has been removed in favour of connecting the township via a new pipeline to the Ashburton supply. This pipeline is expected to be completed by 30 June 2024.

Wastewater – Income & Expenditure Report

For period ending 30 April 2024

	Actual YTD	Forecast Full Year	Variance	Percentage of Forecast	Permanent Variance
Operating Income					
Ashburton Wastewater	4,348,618	5,041,400	(692,781)	86%	No
Methven Wastewater	488,397	479,331	9,066	102%	
Rakaia Wastewater	306,071	424,516	(118,446)	72%	No
	5,143,086	5,945,247	(802,161)	87%	
Operating Expenditure					
Ashburton Wastewater	4,063,431	4,699,136	(635,705)	86%	Yes
Methven Wastewater	408,119	479,480	(71,361)	85%	
Rakaia Wastewater	347,829	426,096	(78,267)	82%	
	4,819,379	5,604,712	(785,333)	86%	
Capital Income					
Ashburton Wastewater	0	8,706,061	(8,706,061)	0%	No
Rakaia Wastewater	0	105,769	(105,769)	0%	No
	0	8,811,830	(8,811,830)	0%	
Capital Expenditure					
Ashburton Wastewater	7,082,144	9,352,911	(2,270,767)	76%	Yes
Methven Wastewater	108,057	165,082	(57,025)	65%	
Rakaia Wastewater	203,063	105,769	97,294	192%	
	7,393,263	9,623,762	(2,230,499)	77%	
Loan Repayments					
Ashburton Wastewater	0	1,456,620	(1,456,620)	0%	No
Methven Wastewater	0	16,277	(16,277)	0%	
Rakaia Wastewater	0	54,326	(54,326)	0%	
	0	1,527,223	(1,527,223)	0%	
<i>The above financials include the following:</i>					
Capital Services Contribution	406,952	383,791	23,161	106%	
<i>The above financials do not include the following:</i>					
Vested Assets	0	1,397,620	(1,397,620)	0%	

The above financials do not include appropriations - to and from activities

Wastewater – Operational Expenditure

Ashburton Wastewater

\$635,705F

Reason for variance

This area is currently favourable overall but is trending to be unfavourable at year end. This is being driven by additional expenditure in the **Maintenance Contracts** and **Electricity** line items which combined are \$218k over their respective YTD budgets.

Analysis indicates that the additional costs are due to increased reactive maintenance activity on the Ocean Farm irrigation system.

Wastewater – Capital Expenditure

Ashburton Wastewater

\$2,270,767F

Reason for variance

A revised forecast favourable variance of ~\$2,000,000 is expected at year end. This budget area includes (amongst other projects) the grit chamber pipeline renewal funding now reallocated to the Rakaia Sludge Drying Beds project. There was a delay associated with securing approval of the sludge beds project and funding reallocation. As a consequence, the timing of physical works (and incurred costs) will extend into the next financial year. Note-: This is already accounted for in the 2024-34 Draft LTP.

The Grit Chamber Pipeline Renewal project has been rebudgeted at \$4.0M as part of the 2024-34 LTP, and scheduled to be completed in year 1.

Affected projects include:

- Grit Chamber Pipeline Renewal
- Rakaia² Sludge Drying Beds (New Project – added to programme Dec 2023)

² Rakaia project funding is sitting under the Ashburton cost centre.

Stormwater – Income & Expenditure Report

For period ending 30 April 2024

	Actual YTD	Forecast Full Year	Variance	Percentage of Forecast	Permanent Variance
Operating Income					
Ashburton Stormwater	1,165,827	1,373,843	(208,017)	85%	No
Methven Stormwater	78,226	89,916	(11,690)	87%	
Rakaia Stormwater	40,708	46,794	(6,086)	87%	
Hinds Stormwater	9,904	11,728	(1,824)	84%	
Rural Stormwater	46,832	53,535	(6,703)	87%	
	1,341,497	1,575,816	(234,319)	85%	
Operating Expenditure					
Ashburton Stormwater	941,128	1,521,860	(580,732)	62%	No
Methven Stormwater	72,281	90,869	(18,589)	80%	
Rakaia Stormwater	24,048	47,418	(23,370)	51%	
Hinds Stormwater	6,228	11,729	(5,501)	53%	
Rural Stormwater	48,508	53,535	(5,027)	91%	
	1,092,193	1,725,411	(633,218)	63%	
Capital Expenditure					
Ashburton Stormwater	13,120	224,140	(211,021)	6%	Yes
	13,120	224,140	(211,021)	6%	
Loan Repayments					
Ashburton Stormwater	0	273,939	(273,939)	0%	No
Methven Stormwater	0	7,539	(7,539)	0%	
	0	281,478	(281,478)	0%	
<i>The above financials include the following:</i>					
Development Contributions	0	0	0	0%	
<i>The above financials do not include the following:</i>					
Vested Assets	0	229,460	(229,460)	0%	

The above financials do not include appropriations - to and from activities

Stormwater – Capital Expenditure

Ashburton Stormwater

\$211,021F

Reason for variance

There will be a forecast favourable variance of ~\$200,000 from the budget for the design phase of West Street Treatment & Attenuation project. This is no longer expected to be significantly advanced in this financial year. This will be the subject of a carryover request.

Affected projects include:

- West Street Treatment & Attenuation (Design phase)

Stockwater – Income & Expenditure Report

For period ending 30 April 2024

	Actual YTD	Forecast Full Year	Variance	Percentage of Forecast	Permanent Variance
Operating Income					
Stockwater	907,618	1,140,681	(233,063)	80%	No
	907,618	1,140,681	(233,063)	80%	
Operating Expenditure					
Stockwater	1,159,684	1,141,752	17,932	102%	Yes
	1,159,684	1,141,752	17,932	102%	
Capital Expenditure					
Stockwater	28,481	127,171	(98,691)	22%	
	28,481	127,171	(98,691)	22%	
Loan Repayments					
Stockwater	0	17,674	(17,674)	0%	
	0	17,674	(17,674)	0%	

The above financials include the following:

0	0	0	0%
---	---	---	----

The above financials do not include the following:

0	0	0	0%
---	---	---	----

The above financials do not include appropriations - to and from activities

Stockwater – Operating Expenditure

Stockwater

\$17,932U

Reason for variance

There will be a forecast **unfavourable** variance of ~\$200,000 in the maintenance area. This is due to impacts arising from flood events in the Ashburton River system affecting the intakes in particular the Methven Auxiliary intake where significant rivers works were required. Also, the very dry period and reduced supply availability has necessitated additional mains cleaning to ensure the lower flows are getting through the network.

Affected Projects / Activities Include:

- BAU - Planned and unplanned network maintenance

Waste Reduction & Recycling – Income & Expenditure Report

For period ending 30 April 2024

	Actual YTD	Forecast Full Year	Variance	Percentage of Forecast	Permanent Variance
Operating Income					
Refuse Collection	2,578,956	2,966,392	(387,436)	87%	No
Refuse Management	4,796,323	5,332,623	(536,300)	90%	No
	<u>7,375,279</u>	<u>8,299,016</u>	<u>(923,736)</u>	<u>89%</u>	
Operating Expenditure					
Refuse Collection	2,203,590	2,966,390	(762,800)	74%	No
Refuse Management	4,629,036	5,463,623	(834,587)	85%	No
	<u>6,832,626</u>	<u>8,430,013</u>	<u>(1,597,387)</u>	<u>81%</u>	
Capital Income					
Refuse Management	0	256,707	(256,707)	0%	No
	<u>0</u>	<u>256,707</u>	<u>(256,707)</u>	<u>0%</u>	
Capital Expenditure					
Refuse Management	278,224	240,525	37,699	116%	
	<u>279,693</u>	<u>240,525</u>	<u>39,168</u>	<u>116%</u>	
Loan Repayments					
Refuse Collection	0	4,462	(4,462)	0%	
Refuse Management	0	27,710	(27,710)	0%	
	<u>0</u>	<u>32,172</u>	<u>(32,172)</u>	<u>0%</u>	
<i>The above financials include the following:</i>					
Development Contributions	0	0	0	0%	
<i>The above financials do not include the following:</i>					
Vested Assets	0	0	0	0%	

The above financials do not include appropriations - to and from activities

Recreation Facilities – Income & Expenditure Report

For period ending 30 April 2024

	Actual YTD	Forecast Full Year	Variance	Percentage of Forecast	Permanent Variance
Operating Income					
Ashburton Museum and Art Gallery	1,964,456	2,292,530	(328,073)	86%	No
Library	1,502,223	1,770,933	(268,710)	85%	No
Recreation Facilities and Services	5,680,762	6,638,217	(957,454)	86%	Yes
	<u>9,147,441</u>	<u>10,701,679</u>	<u>(1,554,238)</u>	<u>85%</u>	
Operating Expenditure					
Ashburton Museum and Art Gallery	1,854,008	2,353,305	(499,297)	79%	No
Library	1,462,274	1,802,933	(340,660)	81%	No
Recreation Facilities and Services	5,642,684	7,177,017	(1,534,333)	79%	No
	<u>8,958,966</u>	<u>11,333,255</u>	<u>(2,374,290)</u>	<u>79%</u>	
Capital Income					
Library	0	157,309	(157,309)	0%	No
	<u>0</u>	<u>182,246</u>	<u>(182,246)</u>	<u>0%</u>	
Capital Expenditure					
Ashburton Museum and Art Gallery	58,786	101,094	(42,308)	58%	
Library	163,866	236,427	(72,561)	69%	Yes
Recreation Facilities and Services	547,424	466,024	81,400	117%	Yes
	<u>770,076</u>	<u>803,545</u>	<u>(33,468)</u>	<u>96%</u>	
Loan Repayments					
Library	0	7,104	(7,104)	0%	
Recreation Facilities and Services	0	10,822	(10,822)	0%	
	<u>0</u>	<u>17,926</u>	<u>(17,926)</u>	<u>0%</u>	

The above financials include the following:

Development Contributions	0	0	0	0%
---------------------------	---	---	---	----

The above financials do not include the following:

Vested Assets	0	0	0	0%
---------------	---	---	---	----

The above financials do not include appropriations - to and from activities

Recreation Facilities – Operating Income

Recreation Facilities and Services

\$957,454U

Reason for variance

There will be a permanent favourable variance relating to unbudgeted income from Better Off Funding and other grants.

Recreation Facilities – Capital Expenditure

Library

\$72,561F

Reason for variance

There is likely to be permanent variance of approximately \$50,000 of capital not spent on new books. This is due to the library team being resource poor with the relocation to Te Whare Whakatare, the amount that remains unspent will form part of a carry forward request.

Recreation Facilities and Services

\$81,400U

Reason for variance

There will be a permanent variance due to approved unbudgeted capital expenditure. This includes Better Off Funding projects, other grant funded projects and the heat pump replacement for which we expect to receive some insurance proceeds.

Recreation & Community Services – Income & Expenditure Report

For period ending 30 April 2024

	Actual YTD	Forecast Full Year	Variance	Percentage of Forecast	Permanent Variance
Operating Income					
Public Conveniences	1,175,051	811,059	363,992	145%	Yes
Elderly Persons Housing	607,679	751,567	(143,888)	81%	Yes
Memorial Halls	348,940	306,558	42,382	114%	
Reserves and Camping Grounds	966,703	1,041,109	(74,406)	93%	
Reserve Boards	901,480	596,951	304,528	151%	Yes
Community Safety	52,512	57,826	(5,314)	91%	
	4,052,366	3,565,071	487,295	114%	
Operating Expenditure					
Public Conveniences	381,746	614,271	(232,525)	62%	Yes
Elderly Persons Housing	663,660	798,942	(135,282)	83%	No
Memorial Halls	642,930	595,145	47,785	108%	
Reserves and Camping Grounds	853,824	1,145,509	(291,685)	75%	No
Reserve Boards	650,970	581,370	69,600	112%	
Community Safety	52,354	57,826	(5,472)	91%	
	3,245,484	3,793,063	(547,580)	86%	
Capital Income					
Elderly Persons Housing	0	971,920	(971,920)	0%	No
Reserve Boards	0	149,218	(149,218)	0%	No
	0	3,530,992	(3,530,992)	0%	
Capital Expenditure					
Public Conveniences	1,055,951	793,854	262,097	133%	Yes
Elderly Persons Housing	169,656	1,021,560	(851,904)	17%	Yes
Memorial Halls	51,168	20,172	30,996	254%	
Reserves and Camping Grounds	10,140	1,600,000	(1,589,860)	1%	Yes
Reserve Boards	310,550	169,035	141,516	184%	Yes
	1,597,466	3,604,621	(2,007,155)	44%	
Loan Repayments					
Public Conveniences	0	251,946	(251,946)	0%	No
Elderly Persons Housing	0	9,929	(9,929)	0%	
Reserves and Camping Grounds	0	2,252	(2,252)	0%	
Reserve Boards	0	14,587	(14,587)	0%	
	0	278,714	(278,714)	0%	
<i>The above financials include the following:</i>					
Development Contributions	300	0	300	0%	
<i>The above financials do not include the following:</i>					
Vested Assets	0	0	0	0%	

The above financials do not include appropriations - to and from activities

Recreation & Community Services – Operating Income

Public Conveniences

\$363,992F

Reason for variance

Council has received \$184,000 unbudgeted TIF funding for the Rakaia Gorge new facilities. This will be a permanent variance.

There will also be a permanent difference relating to unbudgeted Better Off Funding of \$250,000 from the DIA for the Digby Park Toilet.

Elderly Persons Housing

\$143,888U

Reason for variance

There will be a permanent reduction in income due to tenants moving out of the Friendship Lane units. These units are unable to be re-tenanted as any new tenancy would require compliance with the Healthy Homes Standards within 90 days, and these units are scheduled to be demolished in the near future.

Reserve Boards

\$304,528F

Reason for variance

There will be a permanent positive variance in income due to Better Off Funding for water treatment and changing rooms for local reserve pools.

Recreation & Community Services – Operating Expenditure

Public Conveniences

\$232,525F

Reason for variance

The activity spend is tracking towards an underspend of approximately 24% which will equate to a currently forecast permanent year end positive variance of \$147k.

Recreation & Community Services – Capital Expenditure

Public Conveniences

\$262,097U

Reason for variance

There will be a permanent variance of \$250,000 for the construction of the new Digby Park Toilet which is funded by the Better Off Funding.

Elderly Persons Housing

\$851,904F

Reason for variance

There will be a delay in the construction of replacement units, a carryover of up to \$800,000 is likely to be requested.

Reserves and Camping Grounds

\$1,589,860F

Reason for variance

There will be a permanent variance of \$1,500,000 due to timing of the construction of the new West Street carpark and \$100,000 for the Rakaia Memorial Hall earthquake strengthening. At this stage, these will both be subject to a carryover request.

Reserve Boards

\$141,516U

Reason for variance

There will be permanent variance due to expenditure on Hinds Reserve Board for water treatment and changing rooms at the swimming pool \$60,000 and Rakaia water treatment and changing rooms at the swimming pool \$72,000. Both of these projects are funded by Better Off Funding.

Economic Development – Income & Expenditure Report

For period ending 30 April 2024

	Actual YTD	Forecast Full Year	Variance	Percentage of Forecast	Permanent Variance
Operating Income					
Commercial Property	10,582,734	19,924,084	(9,341,349)	53%	Yes
Business & Economic Development	1,038,156	863,518	174,638	120%	Yes
District Promotion	223,195	262,423	(39,228)	85%	
Forestry	666,364	604,619	61,745	110%	
	<u>12,510,450</u>	<u>21,654,643</u>	<u>(9,144,194)</u>	<u>58%</u>	
Operating Expenditure					
Commercial Property	7,563,490	6,797,575	765,915	111%	Yes
Business & Economic Development	812,143	948,517	(136,374)	86%	Yes
District Promotion	122,330	177,423	(55,093)	69%	
Forestry	346,407	474,897	(128,491)	73%	No
	<u>8,844,370</u>	<u>8,398,413</u>	<u>445,957</u>	<u>105%</u>	
Capital Income					
Commercial Property	8,725,978	25,918,122	(17,192,144)	34%	No
	<u>8,725,978</u>	<u>25,918,122</u>	<u>(17,192,144)</u>	<u>34%</u>	
Capital Expenditure					
Commercial Property	14,378,809	28,149,701	(13,770,893)	51%	Yes
	<u>14,378,809</u>	<u>28,149,701</u>	<u>(13,770,893)</u>	<u>51%</u>	
Loan Repayments					
Commercial Property	0	3,254,184	(3,254,184)	0%	No
	<u>0</u>	<u>3,254,184</u>	<u>(3,254,184)</u>	<u>0%</u>	
<i>The above financials include the following:</i>					
Development Contributions	0	0	0	0%	
<i>The above financials do not include the following:</i>					
Vested Assets	0	0	0	0%	

The above financials do not include appropriations - to and from activities

Economic Development – Operating Income

Commercial Property **\$9,341,349U**

Reason for variance

There will be a permanent difference relating to unbudgeted Better Off Funding from the DIA of \$2,300,000 for the Fairfield Freight Hub and \$150,000 for the Boer War Memorial Relocation.

Offsetting this increase in income is the decrease in income from the planned sale of buildings. There will be a significant permanent difference in income relating to timing of the sale of buildings.

Business & Economic Development **\$174,638F**

Reason for variance

There will be a permanent positive difference relating to funding received from the Mayor's Taskforce for Jobs of approximately \$325,000.

Economic Development – Operating Expenditure

Commercial Property **\$765,915U**

Reason for variance

There will be a \$2,300,000 permanent difference relating to expenditure for the Fairfield Freight Hub. There will also be a permanent variance of \$150,000 for the Boer War Memorial relocation. Both will be offset by the Better Off Funding mentioned in operating income above.

Business & Economic Development **\$136,374F**

Reason for variance

There will be a permanent difference relating to the expenditure of the funding received from the Mayor's Taskforce for Jobs as mentioned under Operating Income.

Economic Development – Capital Expenditure

Commercial Property

\$13,770,893F

Reason for variance

Balmoral Hall Improvements of \$484,000 will not take place in this financial year. The Oval Pavilion \$300,000 and Walnut Pavilion \$150,000 refurbishments may begin in this current year, but the majority of the project will be completed in next financial year and subject a carry-over request. The Art Gallery air conditioning upgrade \$1,900,000 will be delayed until 2025 and is also subject to a carry-over request.

Other permanent variances include an expected underspend on the Rakaia and Methven medical centres of \$550,000 which will not be subject to a carryover request and the Boer War Memorial relocation of \$150,000 which was funded by Better Off Funding.

Final costs for Te Whare Whakaterere may not all be in by the end of June, possibly July (new financial year). However, of the budget yet to spend \$7M will not be subject to any carry forward as the 2023/24 carry-forward plus the budget is greater than required.

Parks & Open Spaces – Income & Expenditure Report

For period ending 30 April 2024

	Actual YTD	Forecast Full Year	Variance	Percentage of Forecast	Permanent Variance
Operating Income					
Cemeteries	638,388	732,549	(94,161)	87%	
Parks and Recreation	4,531,282	5,209,116	(677,834)	87%	No
	<u>5,169,670</u>	<u>5,941,665</u>	<u>(771,995)</u>	<u>87%</u>	
Operating Expenditure					
Cemeteries	406,224	732,549	(326,325)	55%	Yes
Parks and Recreation	4,160,225	4,485,613	(325,389)	93%	Yes
	<u>4,566,449</u>	<u>5,218,162</u>	<u>(651,714)</u>	<u>88%</u>	
Capital Income					
Parks and Recreation	0	4,357,478	(4,357,478)	0%	No
	<u>0</u>	<u>4,357,478</u>	<u>(4,357,478)</u>	<u>0%</u>	
Capital Expenditure					
Cemeteries	66,922	0	66,922	0%	Yes
Parks and Recreation	3,254,521	4,622,270	(1,367,749)	70%	Yes
	<u>3,321,443</u>	<u>4,622,270</u>	<u>(1,300,827)</u>	<u>72%</u>	
Loan Repayments					
Cemeteries	0	14,587	(14,587)	0%	
Parks and Recreation	0	199,248	(199,248)	0%	No
	<u>0</u>	<u>213,835</u>	<u>(213,835)</u>	<u>0%</u>	
<i>The above financials include the following:</i>					
Development Contributions	300	0	300	0%	
<i>The above financials do not include the following:</i>					
Vested Assets	0	0	0	0%	
<i>The above financials do not include appropriations - to and from activities</i>					

Parks and Open Spaces – Operational Expenditure

Cemeteries

\$326,325F

Reason for variance

Current expenditure for Cemeteries is underspent and this now looks like a it will be a permanent variance at years end. This underspend is balancing off other divisional overspends to ensure the overall division ends the year on budget.

Parks and Recreation

\$325,389F

Reason for variance

Current expenditure for staff training is overbudget and will remain so becoming a year end permanent variance of approximately \$120,000. This is attributed to the costs associated with getting staff trained up and being compliant with temporary traffic management practices - as required by road controlling authorities. This is expected to be a permanent variance.

Parks and Open Spaces – Capital Expenditure

Cemeteries

\$66,922U

Reason for variance

There has been unbudgeted capital expenditure of \$21,186 for a new berm that was required to be installed at Methven Cemetery. There has also been a final claim of \$45,736 come through for the Ashburton Cemetery new driveway which was budgeted for in last financial year.

Parks and Recreation

\$1,367,749F

Reason for variance

There has been an underspend this financial year on the Baring Square East redevelopment project of \$631,696. Staff propose to carryover this funding to complete further BSE redevelopment project amenity enhancements and correcting fountain issues. This sum will be a permanent positive variance at year end.

The balance of the current underspend, Parks and Recreation CAPEX of \$1,367,749 is expected to be either expended or unrequired at 30 June.

Community Governance & Decision Making – Income & Expenditure Report

For period ending 30 April 2024

	Actual YTD	Forecast Full Year	Variance	Percentage of Forecast	Permanent Variance
Operating Income					
Council	2,982,449	3,481,421	(498,972)	86%	No
Methven Community Board	128,667	148,349	(19,682)	87%	
Youth Council	12,382	13,702	(1,320)	90%	
Community Grants Funding	1,825,371	1,886,162	(60,791)	97%	
Water Zone Committee	156,874	172,890	(16,016)	91%	
	5,105,743	5,702,524	(596,781)	90%	
Operating Expenditure					
Council	2,833,749	3,490,296	(656,547)	81%	No
Methven Community Board	125,845	158,551	(32,707)	79%	
Youth Council	5,472	13,702	(8,230)	40%	
Community Grants Funding	1,211,446	1,318,320	(106,875)	92%	No
Water Zone Committee**	91,045	382,595	(291,549)	24%	Yes
	4,267,557	5,363,465	(1,095,908)	80%	
Loan Repayments					
Community Grants Funding	0	99,000	(99,000)	0%	
Water Zone Committee	0	18,000	(18,000)	0%	
	0	117,000	(117,000)	0%	

The above financials include the following:

Development Contributions	654,797	561,984	92,813	117%
---------------------------	---------	---------	--------	------

The above financials do not include the following:

Vested Assets	0	0	0	0%
---------------	---	---	---	----

The above financials do not include appropriations - to and from activities

**Water Zone Committee Operating Expenditure Forecast includes \$227,705 of carry forwards for Investigations.

Community Governance & Decision Making – Operational Expenditure

Water Zone Committee (AKA District Water Mgmt) \$291,459F

Reason for variance

There will be a forecast favourable variance of ~\$260,000 from the **Investigations** line item. This budget was funding the intake closure (and supply alternatives) investigations on Pudding Hill and potentially Methven Auxiliary, however with the new direction signalled as part of the draft 2024-34 LTP, this work has been largely suspended. Some work may still be progressed around ecological assessments of the systems, but total expenditure is expected to be limited. Any favourable variance will be the subject of a carryover request.

Affected projects include:

- BAU – Stockwater network rationalisation activities

Compliance & Development – Income & Expenditure Report

For period ending 30 April 2024

	Actual YTD	Forecast Full Year	Variance	Percentage of Forecast	Permanent Variance
Operating Income					
Environmental Health	171,821	218,077	(46,256)	79%	
Building Regulation	1,856,369	2,685,147	(828,778)	69%	Yes
Emergency Management	104,833	124,657	(19,824)	84%	
Liquor Licensing	173,348	190,185	(16,837)	91%	
Land Information Memorandum	97,283	104,343	(7,060)	93%	
Parking	304,686	240,625	64,061	127%	
Animal Control	502,199	585,146	(82,947)	86%	
Resource Consents	608,898	770,783	(161,884)	79%	Yes
Monitoring and Enforcement	368,909	439,293	(70,385)	84%	
Planning	518,176	626,353	(108,177)	83%	No
	4,706,521	5,984,608	(1,278,087)	79%	
Operating Expenditure					
Environmental Health	237,243	218,077	19,166	109%	
Building Regulation	2,179,005	2,685,147	(506,142)	81%	Yes
Emergency Management	68,240	105,112	(36,872)	65%	
Liquor Licensing	183,470	190,185	(6,715)	96%	
Land Information Memorandum	86,981	104,343	(17,363)	83%	
Parking	219,928	240,625	(20,697)	91%	
Animal Control	410,302	585,146	(174,844)	70%	No
Resource Consents	795,401	770,783	24,618	103%	
Monitoring and Enforcement	366,499	439,293	(72,794)	83%	
Planning	295,613	570,052	(274,439)	52%	Yes
	4,842,681	5,908,763	(1,066,082)	82%	
Loan Repayments					
Animal Control	0	4,400	(4,400)	0%	
Planning	0	144,302	(144,302)	0%	No
	0	148,702	(148,702)	0%	

The above financials include the following:

Development Contributions	0	0	0	0%
---------------------------	---	---	---	----

The above financials do not include the following:

Vested Assets	0	0	0	0%
---------------	---	---	---	----

The above financials do not include appropriations - to and from activities

Compliance & Development – Operating Income

Building Regulation

\$828,778U

Reason for variance

Several large, proposed projects have been delayed in coming for building consents due to the current economic climate and are now forecast for the next financial year.

Resource Consents

\$161,884U

Reason for variance

This function is largely funded from income generated from applications and associated work and activity has been less than anticipated.

Compliance & Development – Operating Expenditure

Building Regulation

\$506,146F

Reason for variance

Operating expenditure is lower than expected due to the direct correlation to levies collected as part of operating income which is then paid out less administration fees.

Planning

\$274,439F

Reason for variance

Following changes to legislation, staff are anticipating embarking on a District Plan review in coming years as opposed to undertaking individual policy related projects. It is intended that unspent funds will be carried over to be used in this process.

Miscellaneous, Dividends & Internal Overheads – Income & Expenditure Report

For period ending 30 April 2024

	Actual YTD	Forecast Full Year	Variance	Percentage of Forecast	Permanent Variance
Operating Income					
Dividends and Interest	2,810,991	1,329,981	1,481,010	211%	Yes
Te Whare Whakaterere	335,695	416,958	(81,263)	81%	Yes
Executive Team	1,476,125	1,781,255	(305,130)	83%	No
People & Capability	918,522	1,273,939	(355,417)	72%	No
Information Systems	3,121,565	3,765,936	(644,371)	83%	No
Customer Services	577,755	747,023	(169,268)	77%	No
Treasury	1,504,075	1,932,986	(428,911)	78%	No
Rates	591,520	825,430	(233,910)	72%	No
Community Relations	817,004	1,038,306	(221,302)	79%	No
Communications	778,743	990,062	(211,319)	79%	No
Property Administration	1,375,902	1,693,906	(318,004)	81%	No
Service Delivery	3,760,592	4,051,793	(291,201)	93%	No
Parks Administration	3,302,558	4,330,434	(1,027,876)	76%	No
Plant Operations	726,086	963,206	(237,120)	75%	No
	22,097,133	25,141,215	(3,044,082)	88%	
Operating Expenditure					
Dividends and Interest	50,000	55,003	(5,003)	91%	
Te Whare Whakaterere	335,695	510,273	(174,578)	66%	No
Executive Team	1,476,125	1,781,256	(305,131)	83%	No
People & Capability	918,522	1,707,339	(788,817)	54%	No
Information Systems	3,121,565	4,281,764	(1,160,199)	73%	Yes
Customer Services	577,755	746,909	(169,155)	77%	No
Treasury	1,504,075	2,087,856	(583,781)	72%	No
Rates	658,360	825,430	(167,070)	80%	No
Community Relations	817,004	1,038,305	(221,301)	79%	No
Communications	778,743	990,062	(211,318)	79%	No
Property Administration	1,375,902	1,865,673	(489,771)	74%	No
Service Delivery	3,760,592	4,051,793	(291,202)	93%	No
Parks Administration	3,302,558	4,256,295	(953,737)	78%	No
Plant Operations	796,983	923,573	(126,590)	86%	No
	19,473,879	25,121,532	(5,647,653)	78%	
Capital Income					
Information Systems	0	293,000	(293,000)	0%	No
Plant Operations	128,152	550,100	(421,948)	23%	No
	128,152	843,100	(714,948)	15%	
Capital Expenditure					
Te Whare Whakaterere	370,252	0	370,252	0%	Yes
Information Systems	236,200	783,210	(547,010)	30%	Yes
Plant Operations	607,077	902,634	(295,557)	67%	No
	1,213,529	1,685,844	(472,315)	72%	
<i>The above financials include the following:</i>					
Development Contributions	0	0	0	0%	
<i>The above financials do not include the following:</i>					
Vested Assets	0	0	0	0%	
<i>The above financials do not include appropriations - to and from activities</i>					

Miscellaneous, Dividends & Internal Overheads – Operating Income

Dividends and Interest

\$1,481,010F

Reason for variance

Dividends and Interest includes dividends received from Transwaste of \$361,500 and ACL of \$1,384,000 as at the end of March. The remaining balance relates to interest received. The ACL dividend received is \$684,000 above the estimate budgeted dividend.

Te Whare Whakaterere

\$81,263U

Reason for variance

There will be a permanent positive variance of \$110,000 due to unbudgeted Better Off funding for enhancements to the Ashburton Library. Absorbing some of this increase, is the income budgeted to be received from an additional tenant in the building; this has yet to happen.

Miscellaneous, Dividends & Internal Overheads – Operating Expenditure

Information Systems

\$1,160,199F

Reason for variance

A permanent variance is forecast driven by lower than budgeted personnel expenditure due to unpaid absences or vacancies throughout the year. With recently confirmed staff absence in the year 24/25 we would seek a carryover of upsent personnel budget to cover the required additional personnel costs.

Miscellaneous, Dividends & Internal Overheads – Capital Expenditure

Te Whare Whaketerere

\$370,252U

Reason for variance

There will be a permanent variance of \$110,000 due to expenditure of Better Off funding for enhancements of the Ashburton Library.

Information Systems

\$547,010F

Reason for variance

22/23 Capital carryover amounts to \$293K which is for expenditure on aerial renewals and server storage works.

On the aerials, payment (\$68K) is to eCan, who hold the contract and then to the supplier. Looking at progress to date, capture has been completed but no expenditure has been made to date. We would expect a minimum of 80% to be settled in the current year, with a potential 20% retention subject to any identified capture issues identified.

Our server project (\$225K) is one that sits with our Systems Team. Equipment has been ordered and received, with settlement to be made this financial year.

For 23/24 we have a capital budget of \$490K. The spend to date is \$233K. There is \$42K of commitments and known a forecast additional spend for aerial imagery of \$42K. History shows there can be unplanned expenditure and have a contingency of up to \$50K. This would result in a favourable balance of \$123K year end.

We have a planned capital expenditure programme for the upcoming LTP and would submit a request for the unspent capital in 23/24 to be carried forward to support future works where there is shortfall in allocated budget.

Loan Repayments

For period ending 30 April 2024

	Actual YTD	Forecast Full Year	Variance	Percentage of Forecast	Permanent Variance
Loan Repayments	0	7,024,840	(7,024,840)	0%	No

Balance Sheet

As at 30 April 2024

	YTD Actual	2023 Actual
Public Equity		
Ratepayers Equity	533,121,356	521,389,000
Revaluation Reserves	360,123,000	360,123,000
Funds and Reserves	68,460,000	68,460,000
	961,704,356	949,972,000
Non-Current Liabilities		
External Loans	125,600,000	85,600,000
Other Term Liabilities	327,626	303,588
	125,927,626	85,903,588
Current Liabilities		
Trade Creditors	2,869,996	7,820,977
Deposits & Bonds	2,158,475	1,287,724
Other Current Liabilities	1,939,853	804,558
Accrued Liabilities	3,721,210	10,116,153
	10,689,534	20,029,412
Total Equity & Liabilities	1,098,321,516	1,055,905,000
Fixed Assets	145,999,794	148,301,389
Infrastructural Assets	792,850,632	804,643,197
Work in Progress	119,383,279	67,254,000
Advances	358,878	390,958
Shares	10,233,455	9,188,455
Current Assets		
Cash & Bank	12,050,319	7,681,523
Cash Investments	7,000,000	3,100,000
GST	(834,945)	2,185,113
Receivables	4,484,401	3,059,151
Provision for Doubtful Debts	(35,424)	(58,933)
Stock	87,452	86,767
Accruals	5,047,222	5,327,882
Other Current Assets	1,696,453	4,745,498
	29,495,478	26,127,000
Total Assets	1,098,321,516	1,055,905,000

Net Debt and Borrowings

As at 30 April 2024

Net Debt



External Borrowing

Local Government Funding	Amount	Rate		Maturity
LGFA 2024	12,000,000	5.88%	Floating	15-May-24
LGFA 2023	5,000,000	6.05%	Floating	15-Apr-25
LGFA 2022	5,000,000	5.99%	Floating	15-Apr-25
LGFA 2022	3,000,000	5.93%	Floating	15-Apr-25
LGFA 2021	7,000,000	6.01%	Floating	15-Apr-25
LGFA 2024	5,000,000	6.10%	Floating	15-Apr-26
LGFA 2023	5,000,000	6.24%	Floating	15-Apr-26
LGFA 2023	5,000,000	6.02%	Floating	15-Apr-26
LGFA 2020	10,000,000	6.27%	Floating	15-Apr-26
LGFA 2024	3,000,000	5.19%	Fixed	15-Apr-27
LGFA 2023	5,000,000	6.38%	Floating	15-Apr-27
LGFA 2023	5,000,000	6.19%	Floating	15-Apr-27
LGFA 2020	5,000,000	0.97%	Fixed	15-Apr-27
LGFA 2020	5,000,000	1.23%	Fixed	15-Apr-27
LGFA 2024	7,000,000	6.42%	Floating	15-May-28
LGFA 2021	16,600,000	2.01%	Fixed	15-May-28
LGFA 2024	7,000,000	6.39%	Floating	20-Apr-29
LGFA 2023	5,000,000	5.08%	Fixed	20-Apr-29
LGFA 2022	10,000,000	6.25%	Floating	20-Apr-29
Total External Funding	125,600,000			

Borrowing by Activity

As at 30 April 2024

	External Borrowing	Internal Borrowing
Commercial Property	63,443,017	-
Elderly Person Housing	58,730	-
Wastewater	20,917,480	-
Drinking Water	20,332,218	-
Compliance & Development	833,006	-
Stormwater	2,916,797	-
Cemeteries	1,807,225	-
Water Resources	343,360	-
Arts & Culture	2,146,004	-
Refuse and Recycling	671,063	-
Stockwater	333,294	-
Roading	7,181,415	-
Footpaths	684,328	-
Recreation Facilities	193,190	-
Civic Building	43,794	-
Parks	2,508,180	-
Camping	16,873	-
Public Conveniences	480,027	-
Reserve Boards	690,000	-
Total	125,600,000	-

Council Investments

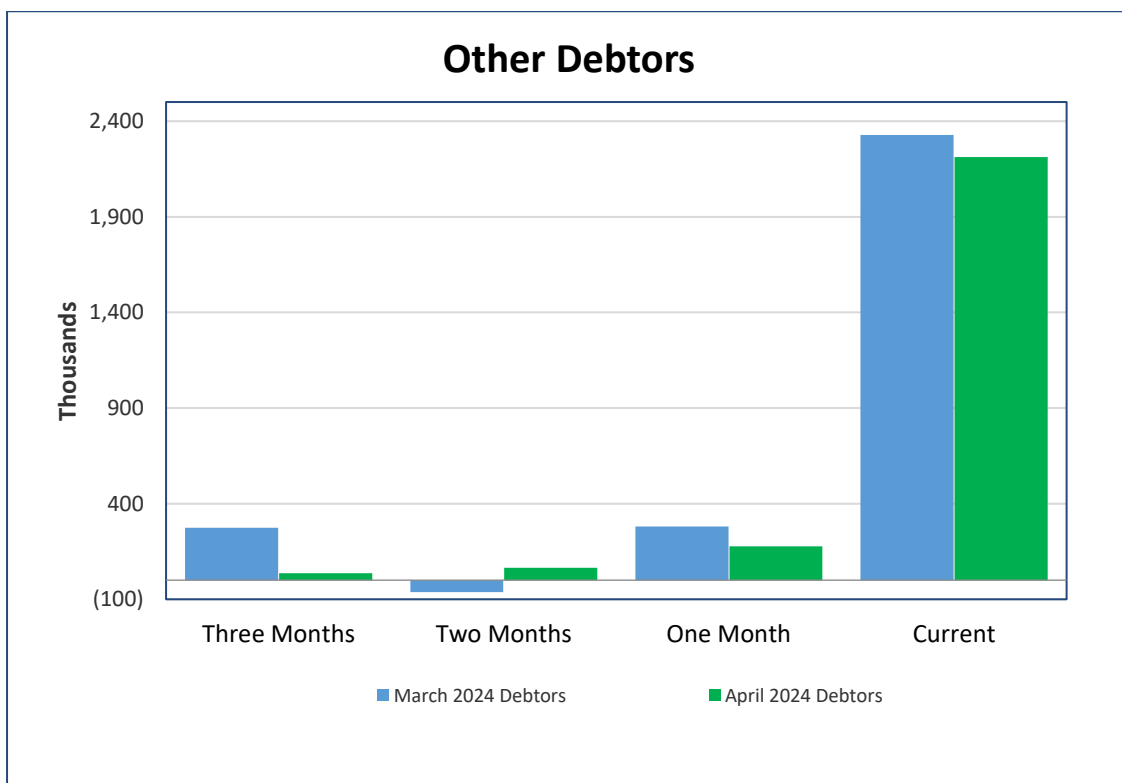
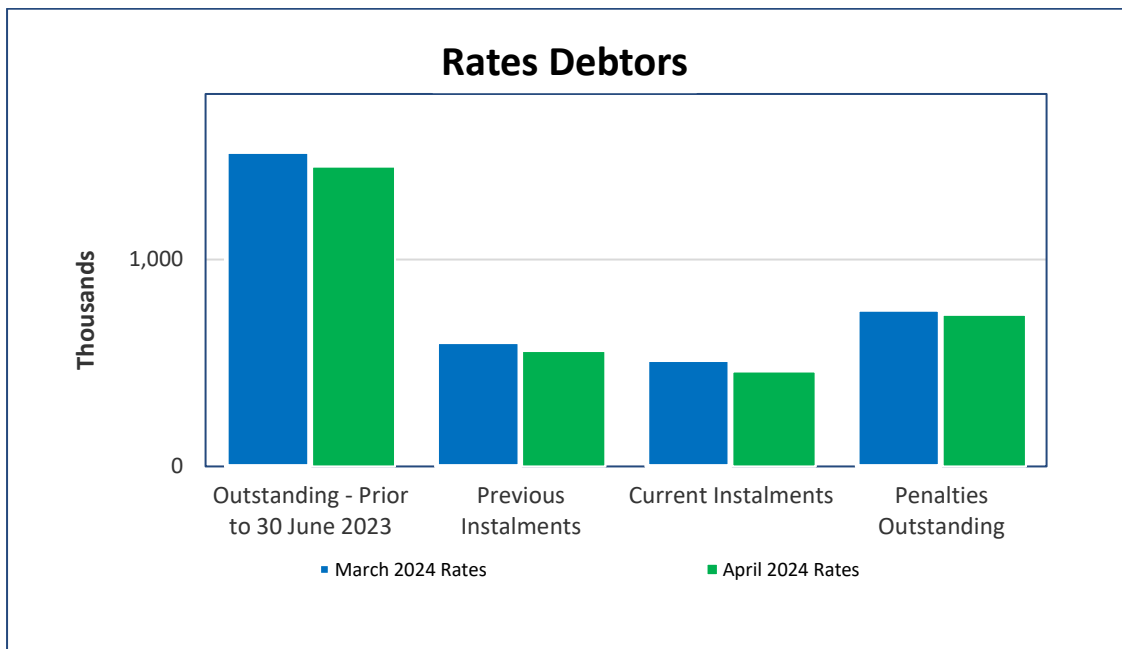
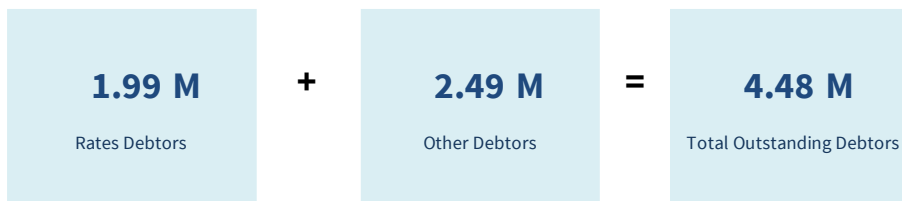
As at 30 April 2024

Listed below are the current significant investments held by Council.

Term Deposit	Principal	Interest	Term	Maturity
Westpac	3,000,000	4.90%	1 Month	15-May-24
	3,000,000			
Local Authority Stock and Bonds	Principal	Interest	Yield	Maturity
Bonds				
ANZ	1,000,000	2.99%	6.04%	17-Sep-26
Westpac	1,100,000	6.19%	5.79%	16-Sep-27
Kiwibank	1,000,000	5.73%	4.95%	19-Oct-27
Westpac	900,000	6.73%	5.95%	14-Feb-28
	4,000,000			
Advances				
Eastfield Investments	358,878			
	358,878			
Shares				
Ashburton Contracting Ltd	4,500,000			
Civic Financial Services Ltd	52,655			
RDR Management	30,000			
Transwaste Canterbury Ltd	1,044,000			
ATS	500			
Electricity Ashburton Rebates	1,300			
LGFA Equity	2,840,000			
Eastfield Investments	1,765,000			
	10,233,455			

Receivables Summary (Including Prior Month Comparative)

As at 30 April 2024



Receivables Summary continued

Outstanding Debtors over 90 days	
>\$100,000	0
\$50,000 - \$100,000	1
\$30,000 - \$50,000	3
\$10,000 - \$30,000	7

The above debtors are being actively managed or under a resolution process.