

## Make Submission

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<b>Event Name</b>	Long-Term Plan 2018-28 Consultation
<b>Submission by</b>	Miss Rebecca Miles (76770)
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### Transport and Urban Development Support/Oppose

See page 13 of the Consultation Document.

**Please select one of the following:** I generally agree with the activity proposed for Transport and Urban Development.

### Transport and Urban Development Comments

#### Please provide any comments

When increasing the cost of bus fares I would like to suggest minimising the number of stops the bus makes. I have taken the bus to work in Christchurch from outer suburb areas to the city centre. I now drive due to the number of busses I would need to take to get to work. I noticed over the years of using public transport that there is a small distance between stops. One factor putting me off using the bus again would be the number of stops a bus is making to let people on and off.

I would like to also suggest that some routes at peak times are express routes which only pick up from a certain number of stops. This may be a slightly more expensive fare but would get you there quicker. The city can be divided up in to four zones like London and the bus could drop off once in each zone. The idea of having some buses like the London Underground appeals as they cover the distance faster and you just need to walk a bit further to get to an express bus stop. I am not sure of boarding times, the cost of building shelter etc.

another idea would be to have buses that start and finish at the same places but one is direct in route and the other covers more ground, wiggling through more streets. This would give people the option of the direct route every hour and the wiggly route on the half hour.

By designing slightly different routes which cover more ground and go at different speeds at different times of day you might find that more people are willing to take the bus. Given petrol and parking costs the bus is very affordable.

Kind regards,  
rebecca miles