

## Make Submission

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### Public Transport Options

Public Transport is one of the programmes in the Transport and Urban Development portfolio. For the first year of the Long-Term Plan 2018-28 we are proposing changes to the Public Transport programme as outlined in the **Consultation Document**.(on page 14)

To make comment on the Public Transport proposed changes please complete the selection panel below.

To make comment on the the whole Transport and Urban Development portfolio, please use the tab on the left.

**Please review the options in the Consultation Document and indicate which option you support:** Option 4 – none of the above. (Please provide comment/ideas for an alternative solution)

### Public Transport Comments

#### Please provide any comments.

It must be accepted that the earthquakes of 2010 and 2011 and the actions taken and not taken in response to the earthquakes disrupted the pattern of a centralised Christchurch City and redistributed commercial activity, employment, education, entertainment etc and consequently altered the transport requirements of Christchurch residents in ways that will take a long time to return to some sort of order.

Previously, Christchurch developed around the existing pattern of development and zoning and previous transport systems but now many of the destinations are where they used to be and it is necessary to travel more widely around the City to access the services and facilities that were previously more conveniently located.

It is difficult for public transport to respond to this and consequently not surprising that most of the people using public transport are the people who have no alternative.

Environment Canterbury has to accept that:

- (1) it will take a long time for these things to change
- (2) there are people in our community who have no alternative to public transport and the system must be maintained for them until more normal patterns return
- (3) it is essential that a system of public transport exists so that people have a choice.
- (4) Raising fares is not going to encourage a return to previous levels of patronage.

In relation to the bus service to Westmorland where I live, there are particular reasons for maintaining a poorly used service:

- (1) Westmorland has been planned as a purely dormitory suburb and the whole suburb is zoned for residential use or public open space.
- (2) There are no health services, shops or other businesses in or near Westmorland.
- (3) there are no schools in or near Westmorland.
- (4) Commuting by bicycle is only an option for the fittest residents of Westmorland.

It does not offend me as a ratepayer or road user to see empty buses in Westmorland. I realise that Westmorland is at the end of a public transport route and that the buses are utilised more on other sections of the route.

However Eastgate as the destination at the other end of the route may not attract as much patronage as (for example) Westfield Riccarton and research into the route and final destinations that would be preferred by potential public transport users in Westmorland and the timing and frequency of bus services would be supported.