

## Make Submission

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<b>Event Name</b>	Long-Term Plan 2018-28 Consultation
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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.

We purchased a section in Westmorland last year. We aim to build on it within the next two years. By then our oldest daughter will be in high school (Cashmere High), and our youngest will be starting South Intermediate. One of the decisions (not the only one) that appealed to buying in this area was the fact that it had a bus service, and that the current 145 route had stops close to Cashmere High and South Intermediate. This means the kids can get to school independently of me taking them by car. In addition to this, both my husband and I work in the central city, so we could use the 145 service to transfer to the Blueline on Colombo Street. I would like to have an alternative to using our car.

I understand the need to look at and revise poor performing services, and I would like to offer an alternative option to those proposed in the LTP draft.

Alternative Option to resolve funding shortfall:

1. As in option 1 in the LTP kept annual total fare increases to a minimum. I think that an increase in 0.05 to 0.15 per trip is more than reasonable, and that this probably is in line and lower than the rate of inflation;

2. Increase higher targeted rates. An increase of 2.58% under option one is too low. Something closer to the Option 2 % increase I think is justified, if not higher, say 4%. My reasons for this is that 'everyone' benefits directly or indirectly from public transport. These benefits include less cars on the road, less emissions from buses than cars, which is a wider social health and environmental benefit.

3. As proposed in option 1 - reduce Total Mobility Cap

4. Provide peak hour services on the six lowest performing routes. So restrict services to peak hours, so 7am - 9am and 2.30pm - 5.30pm.

In terms of the Westmorland 145 service, I was provided with weekday boarding data (March 5-9) from John Yin at Ecan. The highest patronage for the service is indeed peak hours as suggested above.

In terms of wider strategic transport planning for the City, The Greater Christchurch Transport Statement identifies public transport as a key priority.

I would like to be heard in support of my submission.