

Make Submission

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Event Name	Long-Term Plan 2018-28 Consultation
Submission by	Cameron Gruschow (77047)
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Whole Plan Support/Oppose	

Please select one of the following: I generally disagree with the activity proposed for the Long-Term Plan.

Whole Plan Comments

Please provide any comments.

I wish to advise that I do not support the LTP regarding the proposed public transport plans, particularly in Christchurch City.

I am disappointed that only real plan ECAN has is to increase fares by 5-15 cents per person, per trip, and to cut the six least popular routes on the Metro bus system.

97% of your respondents to the survey cited may have been satisfied with the service provided in the bus service, however, but I believe a better reflection would be the number of people taking public transport on a daily basis, compared to the number of vehicles on the road. I believe that a bus service is incredibly inadequate in being the best option for our population to get from A to B.

The current public transport system is simply not good enough to move people to work or other places efficiently. Why would I take 2 buses to get to a destination in the middle of winter, when I can drive directly, with a short walk? Not everybody lives on a bus route, or is near a bus stop. Additionally, our public transport infrastructure is not reliable enough as far as leaving on time, and arriving. It has a set route, that will often mean congestion on key roadways. I recall news giving an opportunity to create a light rail network, which from memory, included an Airport-University link. Instead, this has been shelved, and we are left with a backwards looking city in this regard that relies on buses (look at Auckland, Wellington with their train services to the suburbs). ECAN should look to prioritise the use

of trains from Rolleston, Rangiora, Kaiapoi and Ashburton into the central city to reduce the number of vehicles on the road. Light rail and trams (similar to Melbourne) would provide a better way to move transport from the city and to the suburbs. Dedicated bus lanes are one option, but these would need to be included on plenty of roads around the city (which provides coordination with the Council, making a case for the Christchurch City Council to control public transport in their boundary in order to ensure better communication and planning).

Many of us are time precious individuals, who have multiple commitments around the city, which unfortunately, public transport cannot get us to as quickly as a personal vehicle parked nearby at this point in time.

It is never cheap to introduce these solutions, but as time goes on, and the city becomes more developed, it will become more costly as time goes on. What ECAN should do is plan for this now, and survey the public as to whether they would use proposed routes for rail and light rail.