
From: Mark Watson <mark.waipapa@gmail.com>
Sent: Friday, 16 March 2018 9:52 PM
To: Mailroom Mailbox
Subject: LTP SUBMISSION

Kia ora,

I would like to submit the following regarding the ECan LTP 2018-2028, specifically the Public Transport section:

I am disheartened by this unimaginative plan.

There appears to be no mention in the consultation document of an intent to increase passenger usage over the next 10 years.

Does ECan no longer believe that public transport provides a "public good", and that for Christchurch to thrive as a people-centric city, there needs to be more people choosing to use something other than private cars?

The LTP suggests 3 options, all of which involve saving \$4M by cutting services and increasing rates and/or fares. All 3 options amount to no more than rearranging the deckchairs on the Titanic.

All three options indicate a downward spiral of reducing services (cutting least profitable routes), leading to reducing the utility of the existing services, leading to fewer passengers, leading to further service reductions, etc.

Can I ask you to imagine you've just heard about a private company that needs to turn around operational losses, so it has decided to reduce services and increase prices. Would you buy shares in that company? Or would you rather invest in that company if instead it had a plan for increasing sales by finding out what its prospective customers need (rather than being complacent with how happy its (too few) existing customers are), and aiming to provide a modern, future-focused service?

I am a regular public transport user, ferrying and bus-ing to work in ChCh 4 days a week, as well as ferrying between Diamond Harbour and Lyttelton at weekends. I've been doing this for more than 10 years, and while the ferry patronage is increasing (Black Cat provide an excellent service), the bus system connecting people to the ferry is performing very poorly, despite the statistics ECan seems to believe in saying there is no problem with this service. I know the bus system is failing people because I use it, and regularly experience its faults. I can see the number of DH ferry commuters who get into private cars in Lyttelton to go into the City. I also know of many DH people who used to take the ferry and bus, but now drive 30+ km in each direction instead. I also see how the majority of morning commuters on the 28 bus are school students (who don't have the option of using a car). If the bus system can't provide a service that attracts the environmentally conscious adult citizens of Diamond Harbour and Lyttelton, it's not surprising it isn't attracting passengers who live elsewhere.

I had hoped that ECan would have spent the last year looking at what Christchurch's non-car transport needs will be in 10 years, and developing a plan of how to meet those needs. What about engaging with commercial businesses with expertise in artificial intelligence and autonomous vehicles? What about costing models based on meeting peoples needs, and charging according to the speed / timeliness of a range of transport options? There have to be many possibilities that deserve serious assessment.

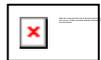
Instead it appears the time has been spent focusing on how to reduce services, seemingly based on an assumption that saving money by cutting services will not impact negatively on patronage and at some point someone will wave a magic wand and the city will return to how it used to be 10 years ago, so that the existing entrenched system will start to work better.

I would like to see a totally new plan that has a primary goal of doubling patronage over the next 10 years, if necessary integrated with a financial plan involving investment from companies that can see advantage in having their cutting-edge technology show-cased in Christchurch. Doubling patronage over ten years requires less than 8% growth per year. It would make such a positive difference to the quality of life for all ChCh citizens.

Can Christchurch afford to not do this?

I do wish to attend a hearing.

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