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From: Lyttelton Environment Group

Received: 19/03/2018 9:09 a.m.

To: ECInfo; Mailbox Customer Services

Subject: Request for speaking rights at Long-Term Plan hearings:

I have just this minute submitted my submission to the 2018-28 Long-Term Plan but realised I did not include notice that I wish to make a further oral submission at the hearings. My name and address are: **Alison Ross 63 Jacksons Road Lyttelton 8082**. My submission is on Public Transport Options. Please forward my request to be heard at the hearings to the governance committee.

Ta

Alison

Make Submission

Consultee	Ms Alison Ross (77227)
Email Address	venice@xtra.co.nz
Address	63 Jacksons Road Lyttelton Lyttelton 8082
Event Name	Long-Term Plan 2018-28 Consultation
Submission by	Ms Alison Ross (77227)
Submission ID	2018-28 LTP -638
Response Date	19/03/18 8:58 AM
Consultation Point	Public Transport Options (View)
Status	Submitted
Submission Type	Web
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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.

Introductory Comments:

Please find attached below a submission made to Public Transport Operations, Ecan from October 2016. I have made many submissions and suggestions to Ecan, both as secretary of the Lyttelton Environment Group and from a personal perspective, relating to public transport services, mainly but not exclusively about Lyttelton services.

I have included this submission to focus the minds of the Transport Committee on its clear inflexibility about the needs of the public and also its absolute intransigence even when minor improvements are suggested for public benefit.

The reply from the transport committee was brief, no more than three or so lines, advising me that such changes could only be considered at a transport review. The Ecan reply will doubtless be in the transport archives.

As my suggestions (relating to the extension of the terminus route in Lyttelton) did not require any change to timetables or route alterations I would have thought such suggestions could be easily implemented yet the flat refusal for such an extension to include the upper reaches of Lyttelton to be considered rather more urgently was entirely unreasonable.

I presumed my submission had not been passed to the full Ecan Board so resent the relevant information to the Ecan board for consideration but this further attempt was never replied to. I can only presume the attempt to reach the Ecan Board was blocked by the Transport Committee.

I can give more examples of this type of ethos inflexibility over the years but the one below will suffice for now. I will expand these thoughts at a later time when I make a further oral submission to the long term plan.

63 Jacksons Road
2016

20th. October
Lyttelton 8082

To: Ms Ann Heins
Operations Planner
Public Transport Operations
Ecan
1 O. Box 345
Christchurch 8140

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The 535 bus service

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Dear Ms Heins,

I am the secretary of the Lyttelton Environment Group and spokesperson on social issues relevant to Lyttelton and the Harbour Basin.

We have lobbied for possible improvements/changes to the Lyttelton bus service whenever relevant over many years to enable what has been a good service to be an even better one. Suggestions have included recommendations on service frequency, routes, bus stop placements and other issues.

We supported the retention of the 535 service through Ferrymead to Eastgate which Ecan agreed to in the most recent review.

However it is a continuing concern that patronage has not picked up to a sustainable level in the reasonably short time the service has been operating. We realistically admit that many who lobbied for the retention of the 535 service have not actually supported their words with an augmented use of the service to date.

This situation may lead to the cancelling of the 535 service at short notice because of the lack of sustainable patronage.

We strongly believe Ecan should continue to support the service for at least two to three years to ensure the 535 service is given a proper chance to bed in as a sustainable operation servicing the Eastgate and Ferrymead areas for the residents of Lyttelton.

The justification for this is twofold. First, both Ferrymead and Eastgate, with their rapidly expanding commercial operations will sooner or later become the natural commercial service centres for Lyttelton residents. In fact they may already hold that position..

The Ferrymead centre's commercial operations are developing exponentially; banking facilities such as Westpac and the ANZ, which were previously situated in Woolston, have moved to Ferrymead along with many other diverse commercial operations. The Roimata and Woolston Medical Centres have merged with the Linwood Medical Centre and moved to the Loft within Eastgate.

These (Eastgate and Ferrymead) will become the natural service and shopping hubs for Lyttelton residents. The 535 service must be given the chance to develop in concert.

The second part of our lobby in support of the 535 service is on the matter of some improvement, where practical, for its service within Lyttelton. We acknowledge that Ecan had always looked to improve the service, constrained presently by Lyttelton's topography coupled with the use of the 40+ seat buses.

However as the 535 service now operates new smaller 19 seat buses with a substantially reduced wheel base at certain times of the day we believe these vehicles could operate an extended route servicing upper Lyttelton without affecting the timetable. It has always been difficult to use public transport when a walk to the upper reaches of Lyttelton was a necessary part of the journey, particularly if a resident is carrying groceries or other consumables from the city.

Our suggestion is that the small 19-seaters could expand their service to include a drop-off route round the upper part of the village to enable public transport clients to use the service without the attendant difficulty described above.

I have included a map to demonstrate how an expanded service could operate at the operational times of the smaller bus timetable. I have suggested a route which turns left into Hawkhurst Road from Dublin Street, right into Jacksons Road, proceeding to Upham Terrace, then left into Cornwall Road, right into Somes Road and continuing along Days Road to the intersection with Brenchley Road, turning right down St. David's Street, right into Exeter Street, then left into Oxford Street where it joins the existing route.

I emphasize two points; the expanded service would operate as a drop-off service only, thus obviating the need to create designated bus stops, and it would be available only when the smaller buses are operating. We are lobbying for these improvements primarily with senior citizens in mind, who, because the topography of Lyttelton, are severely disadvantaged and who as users of the Gold Card will generally be travelling at times of the operation of the smaller buses.

We urge Ecan to seriously consider our recommended changes. We note that if our views on Ferrymead's and Eastgate's future status is recognised and accepted the 535 service will need to become a 20 minute service rather than the half-hourly one it is presently.

I look forward to hearing your views on our suggestions Ms Heins as we believe Ecan operates within an ethos of the best service for its clients, namely the residents of Christchurch.

I am available at any reasonable time if you feel a meeting to talk further would be useful as we are flexible with recommendations relating to the expanded route and drop-off solutions.

Yours sincerely,

Alison Ross

Secretary, Lyttelton Environment Group.

Ph: 328-8350

2: Consideration to discontinue the 535 Service:

My earlier submissions have emphasized the need to continue the service for a much longer trial time to assess its viability. It was very clear from the initial decision to retain the 535 service that it was being set up to fail. The fact that it was to be limited to an hourly service, despite the evidence that both Ferrymead and Eastgate commercial centres were growing in importance to Lyttelton residents was cynical and shabby. No effort was demonstrated by the Ecan Transport Committee to take the growing commercial importance of both centres into account. Further no consideration was given to extending the service past Eastgate. I will deal with this issue later in my submission but point out that an earlier service, the 35, did in fact extend to Christchurch Hospital as one stage which was a very useful service for Lyttelton residents, particularly the elderly.

The consideration to discontinue the 535 service is not only ill-considered but also directly contradicts the present consultative process relating to the Long-Term plan. I put it to the consultative committee that two different outcomes are being attempted. The first is to balance the books for immediate resolution of financial difficulties while not considering the effect of the discontinuation on the 2018-2028 long-term plan which may well have a negative effect on bus services over the next ten years.

3: Consideration of systemic faults in the Christchurch-wide transport system:

I commend the Transport Committee in its establishment of the cross city services represented by the Purple, Yellow and the other primary services. However this formula does not translate well to ancillary services. As an example it is clear the Lyttelton-Papanui service mirrors the primary cross-city services. However I have previously respectfully submitted that this does not take into account the community of interest of various suburbs. Lyttelton does not have, has never had, a community of interest with the northern suburbs centred round Papanui. Lyttelton's community of transport interest is the east, encompassing Ferrymead, Eastgate and the wider eastern suburbs, the central city and potentially Riccarton. The bus services must reflect such interests and at present they do not. It appears that the efficient movement of infrastructure, namely the buses themselves is of greater importance than the reason services exist – the transportation of people.

I note that "The Greater Public Transport Joint Committee, with representatives from multiple agencies, oversees the public transport services." (Consultation Document p14). As specific individual expertise is not included it is impossible to ascertain that the full range of such expertise is adequate. However because of the evident lack of consideration to communities of interest for transport options proper demographic and sociological input is required.

4: Longer term initiatives:

The Consultation Document is woefully lacking in any consideration of future directions and developments within the wider public transport nexus. The only reference to any potential for change in the longer term (as opposed to balancing the books for the next financial year) is in the last sentence of the Consultation Document p14 left column: "**we welcome submissions not just on the immediate options presented here but also on the longer-term innovative solutions for public transport in the region**".

That's just not good enough. Surely it is for the Joint Committee to present innovative ideas for the future of public transport, not abrogate its responsibilities for innovation and change! Are we to presume there is a lack of leadership and forward thinking within the Joint Committee? The next ten years will see the evolution of public transport into a much more service friendly operation, adapting to changing transport options. In Auckland there is presently a trial being developed (in Devonport) which will enable customers to use real time bus services through smart phone use from a hub at the wharf encompassing a radius of 3 km. It is hard not to think that the ethos of the Joint Transport Committee as being firmly trapped in the mire of past systems and unaware of such new and innovative trial options.

New Zealand's main population centres have increased public transport use through development of systems suited to present and future needs. Christchurch is the obvious outlier in these encouraging figures. Public transport use in Christchurch rather than mirroring the substantial rise in public transport use elsewhere is in freefall. Please cease and desist from ad nauseum blaming this on the consequences of the earthquakes of over seven years ago. Christchurch is no more "wedded to cars" than Auckland and Wellington were ten years ago. Both northern cities have been innovative in successful efforts to increase public transport usage. Dust yourselves off members of the Joint Committee. Feet of clay no longer cut it.

Alison Ross

63 Jacksons Road Lyttelton 8082

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