

## Make Submission

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<b>Event Name</b>	Long-Term Plan 2018-28 Consultation
<b>Submission by</b>	Mr John Bates (77270)
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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.

Thank you for the opportunity to comment on the proposed public transport changes.

Our family of 2 adults and 4 children under 15 are directly affected by the proposed discontinuance of bus routes 107 and 108, but particularly 107, which has a bus stop very close to our home.

The community we live in is semi-rural and it is not a great surprise to see our bus route listed as having low patronage. However for those that do use it is invaluable on account of the lack of alternate transport options. The route down Gardiners Road and Styx Mill Road is 80 kph zone which may or may not be appropriate for the area, however there is no footpath or formed cycleway meaning that cycling (the only self-sufficient alternative for children) is not a safe alternative. Further, cycling is not a valid option in adverse weather conditions. Typical destinations for our family are Northlands Shopping

Centre, and school. The bus route also provides independent transport for travel to sports events and friend gatherings. Our family would use the bus service more regularly for work and school if the service was more time-efficient - because almost all longer trips involve a change at Northlands, trips can often take 4-5 times as long as a similar route in a private car. Ideally a service would exist that went direct into the city exchange. We are realistic that the current patronage doesn't support that, but a more targeted service would improve usage numbers. Another idea to make the service more cost-effective would be to blend or alternate the 107 and 108 routes. This would at least prevent the community from being totally isolated from public transport. We believe patronage will improve as new subdivisions are added to the area (Highstead for example) and the new Somerset retirement village opposite Regents Park. We appreciate the fiscal challenges these bus routes pose – the reality in the public sector is that there will always be variation and hence subsidisation in financial cost of services across geographic areas. We urge Ecan and the Christchurch City Council to reconsider the total cancellation of these services, and thereby continue to meet a public duty to ensure effective public transport is provided in all urban areas their ratepayers reside in.