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Event Name	Long-Term Plan 2018-28 Consultation
Submission by	Mrs Eleanor Elvidge (77265)
Submission ID	2018-28 LTP -751
Response Date	20/03/18 3:26 PM
Consultation Point	Public Transport Options (View)
Status	Submitted
Submission Type	Web
Version	0.1

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.

I have recently moved to Westmorland. I was disappointed when I got here to discover that the old Westmorland bus route that I was used to using when at school and which went from Westmorland, through town and out to Northlands, no longer existed and that instead the route goes to Eastgate Mall. I thought this was a bit ridiculous given the Orbiter is so close and also goes to Eastgate Mall, and considering the area I very much doubt whether there is that much interest in going from Westmorland to Eastgate. Certainly it's not high on my "to do" list.

I am currently on maternity leave but am returning to work next week in town. If there were a bus that operated to get me to work I would use it. I used to live in Spreydon and before the earthquakes I would regularly bus to and from work as parking in town was a nightmare. After the earthquakes my

business relocated to a place near the airport. There was a bus service that went from Spreydon to very close to my work which I tried to take at the start but unfortunately the journey took over an hour, versus a 30 minute car ride with parking at the door. So the bus went out the window in favour of my car.

When I started my new job in town I was able to secure a car park so did not bus, however I gave the car park up and am not going to get another as I am only working from the office 3 days. I know now that parking again will be horrible and if I had a realistic bus option I would use it. But for me (and I think a lot of people would agree with me) a realistic option is one I can catch from near my house and do not need to transfer from and will get me to work in a reasonable time frame. If we had a bus service like this in Westmorland to town I think people would use it.

However, at the moment the Westmorland Bus route goes somewhere I think few people need to get to, and it also really only services half of the hill, it should come all the way up Ravensdale Rise to the playground on the corner with Penruddock and then back down Penruddock. Instead it does a silly little trip around Sedgewick Reserve and then a dangerous maneuver around the roundabout to head back down the hill, making it not a nice option for those of us further up as it is a steep, long walk and not one you would want to take heading into winter.

It also needs to go to town, and I don't agree with what you say about a radial network not being workable in Chch post quakes. Comments were that less people are in town now and a radial network would cost more than the current system, but we are a large city and the City has to be the heart of any good public transport system. The majority of people I know whose workplaces were displaced by the earthquakes are now working back in the city. Also the reality is that car parking is a lot easier in the suburbs so people displaced to these areas are much more likely to use their own vehicles rather than a bus service (which is what I did as a displaced person). I think this is reflected in the routes that are doing poorly (they go nowhere near town and so are of use to only a few people).

It is disappointing that instead of making the Westmorland and other low user routes more workable, and therefore more likely to be used, you are proposing to scrap them.

I do not think that axing a few bus routes is the answer to the shortfall. It is a shortsighted "easy" solution that does not take into account the importance of public transport for keeping down vehicle numbers going forward. What is needed is for there to be a review of all bus routes and for new more workable routes to be created where routes clearly are not working because of lack of demand. It is 7 years since the February quake and routes that were changed need to be reviewed in light of the City Centre coming back up with numbers. This is a long term plan yet it does not seem to account for the City Centre only growing, and parking becoming more difficult, less available and more expensive. Demand for the suburbs isn't going to change much, but to get to the city it is only going to increase - as long as you have the options available.