

From: Mark Alexander <mark@alexander.gen.nz>
Sent: Thursday, 22 March 2018 3:50 p.m.
To: Mailroom Mailbox
Subject: LTP SUBMISSION
Attachments: ECAN 2018-28 LTP Submission.docx

Hello,

Attached is my submission on the 2018-28 Environment Canterbury Long Term Plan.

regards

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Environment Canterbury Long Term Plan 2018-28

To Whom It May Concern:

I am in general agreement with the Environment Canterbury Long Term Plan 2018-28.

I wish to submit upon the Public Transport Section of the Long Term Plan.

I do not support any of the 3 options proposed by Environment Canterbury in the Consultation Document. I do not support cuts to services and do not support fare increases.

A Long Term Plan should be a forward looking document. With respect to the Public Transport Section of the Consultation Document I found to be disappointing and unimaginative. All three proposed options offer less than the status quo and do not appear to offer anything to make Public Transport more attractive and more successful.

The goal of 50% fare box recovery should be a longer term goal.

The immediate goal should be to have an attractive service with increasing patronage connecting communities.

The Greater Christchurch Public Transport Joint Committee was advised that it would be possible to retain “the six lowest performing services” by increasing the Christchurch City Public Transport rate by about \$10 per \$600,000 of capital value. This is a very modest rate increase for Christchurch Ratepayers. These services should be retained and the rate increased until the Regional Public Transport Plan has been consulted about and route changes agree to.

Submission 1: Retain the “the six lowest performing services” and increase the Christchurch City Public Transport Rate to fund the retention of these services.

Fares:

To increase the attractiveness of the service, to existing and potential users, fares should not be increased. The current funding shortfall should be met from increasing rates. There are real benefits to all ratepayers from a successful, attractive Public Transport system that attracts more users such as reduced congestion and less demand for parking.

A youth fare should be established for all people aged 18 – 25 who are in the equivalent of full time secondary or tertiary study. When a young person turns 18 years old their bus fare doubles. For many they are in their final year of high school or first year of tertiary study. This is the time when these young people are starting to be able to make decisions about their modes of transport. The implicit message is that PT is too expensive for you, instead purchase an old car and use that instead – thereby adding to pollution, congestion and parking problems. A youth fare would encourage our youth to continue to use public transport and hopefully develop the PT habit which they will continue with throughout their employment.

Fare Type	Payment Type			
	CHILD		ADULT	
	Metrocard	Cash	Metrocard	Cash
Zone 1	\$1.25	\$2.00	\$2.55	\$4.00
Zone 2	\$1.85	\$2.80	\$3.75	\$5.50
Christchurch International Airport one-way	\$1.25	\$4.00	\$2.55	\$8.50
Christchurch International Airport return trip included	NA	\$7.00	NA	\$15.00
Diamond Harbour Ferry one way	\$2.30	\$3.20	\$4.60	\$6.50
Diamond Harbour Ferry return trip included	NA	\$6.40	NA	\$13.00

Submission 2: Create a youth fare for 18 – 25 year olds in the equivalent of full time tertiary study.

Submission 3: Do not increase fares. Adjust rates to cover the current funding shortfall.

Fare Zones:

It is inequitable that one can travel from Sumner or Lyttelton to Templeton on a Zone 1 fare but from Rolleston to Templeton is a Zone 2 fare or even more unfairly Prebbleton to Lincoln is a Zone 2 fare. To make the Public Transport network more attractive to Selwyn District residents the Selwyn District should be incorporated into Zone 1. The Selwyn District Public Transport Targeted Rates should be increased to fund this.

The benefits of this change are obvious. This will make the Metro Bus Network more attractive to Selwyn residents commuting to the City and more attractive to City residents commuting to Selwyn workplaces, reducing congesting, pollution and demand for parking.

Submission 4: Incorporate the Selwyn District into the Zone 1 Fare Zone, increasing the Selwyn District Public Transport Targeted Rates to fund this change.

Service Enhancements:

The Public Transport Options in the 2018-28 Long Term Plan Consultation Document do not allow for nor provide for any new services or service enhancements or increases in services.

RedBus has tried to provide an unsubsidized service from Darfield to Christchurch via West Melton. This has failed in no small part because this was not part of the Metro Bus Network. This meant fares were higher and that users could not transfer to or from a Metro Service without paying another full fare. That an unsubsidized service should fail should be no surprise to us.

There should flexibility to start services to new (large) subdivisions early in the new life of the subdivision. When people move into a large subdivision they should find a Public Transport system available to them, to encourage them to use the PT service rather than purchasing another car and driving. Starting bus services after people have been living in a new area for 3 – 5 years is too late as residents will developed other transport habits.

Looking forward we should be planning for and providing for extending services into our growing rural communities. There is no provision in the Long Term Plan for new or extended services. Significant communities are being locked out of access to Public Transport. How is this fair?

Submission 5: The 2018-28 Long Term Plan should provide for new or extended services, particularly into the growing rural communities.

I wish to be heard in support of my submission.