

**From:** Steve and Maree Tomsett <steve.maree.tomsett@gmail.com>  
**Sent:** Friday, 23 March 2018 10:56 a.m.  
**To:** Mailroom Mailbox  
**Subject:** LTP SUBMISSION'  
**Attachments:** Bus dic.pdf

Please see attached submission

I am writing in regard to the axing of the 150 bus route and the non provision of a bus service to several thousand households.

I have read your answers to FAQ and believe them to be a trite self-serving and in part inaccurate account of the situation in which you are proposing to disadvantage people living in the North East area of Christchurch

My response is as follows

### Which bus routes are you proposing to discontinue

According to your *proposal* – the outcome if a foregone conclusion as all options have you axing the bus service. There is no Option without axing the service. This is totally unacceptable and a decision leading to this has been made on very questionable material

### Why are you proposing to discontinue my bus route?

**Firstly** – the statistics that you are basing this axing on are those for when the 150 bus bypassed the Preston’s subdivision and went from Spencerville (a predominately red zoned area) to the Palms. The timetable of this bus would appear to be primarily based around transportation to schools. The passage through Preston’s subdivision has only been operating a matter of months and certainly not long enough to make any sort of viable analysis.

**Secondly** – when the bus was rerouted through the Preston’s subdivision it was not made useable for the residents. See timetable below in case you are unfamiliar with the inadequacy of what has been offered. Useless would be the name given to it

Into Palms

07:10 am	07:57 am	09:08 am	10:08 am	No bus for 2 hours	2.08	4:08 pm	5:08 p

Back from Palms

08:33 am	09:33 am	No bus for 4 hours	1:33 pm	3.15pm	4:33 pm	5:33 pm Too early to get connecting bus from the city
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As you will see, there is a large chunk in the middle of the day (Metro chose to refuel their bus during this time), when we can neither leave the subdivision nor return to the subdivision as well as no service at all during the weekends.. People cannot utilize a bus service that isn't there and what was being offered did not meet the needs of the people, not that there was not a need for such as service. I had an elongated and frustrating discussion with the Metro bus planner on this service. It was obvious that little/no thought had been given to the requirements of those in this subdivision. No survey, no consultancy about what was required and now, due to lack of use is your excuse for axing it because it isn't financially viable. Of course it's not when you aren't offering bus that meets the needs of the community, -this is not the fault of the Preston's community, it's the fault of Metro planners failing in their role to correctly ascertain what the need was.

In the past year whilst I have been reliant on public transport, 98% of the time when I would have bussed, there was no bus, or I could get to the Palms but couldn't get back for a number of hours.

## **Will there be an Alternative Route Provided**

A Bus Service must be provided for people. It is the role of Environment Canterbury to work out their finances efficiently but leaving a community with no bus is not an option. There are 2300 households in Preston's, and then you have a similar number of households in Waitikiri, all of whom you wish to increase their rates and take away services. It would be a very simple matter of extending the **Orange** line down Preston's road, turning it around in the Preston's subdivision. This would also allow the seniors of our community living in Alpine view to have Access at their door to a bus route. If your current planners are incapable of re-routing the bus system to ensure that all parts of Christchurch have access to public transport, I suggest you look for someone who can. It doesn't take a lot of working out that if you make the time between each bus a few minutes longer, then you could cover the extra distance approx 2.5 km with little or no hassle. You could even use the brand new seats and signs from the Preston's subdivision for Preston's road. These signs have had little time for wear and tear. Do not use what you see as a quick fix by eliminating a bus service to free up a few dollars. Your problems lie much deep in the efficiency and accountability of Metro and their finances

My suggestion for those in favour of leaving people without public transport is to try the following

To go one week including the weekend, trying to get places like Doctors, Dentists and grocery shopping without utilization of a motor car or public transport. That's what you are proposing to do to a number of people in Christchurch. Not a pleasant thought is it.

## **How did we end up with this \$4 million shortfall?**

Your excuse is Earthquake.

Preston's has a huge number of red zone relocated people. WE DO NOT HAVE AN ADEQUATE SERVICE. If Metro had done some homework on where all the red zone bus users had gone maybe you would find why your cliental had dropped. You haven't provided the bus service, short and simple.

Maybe the bus service is costing more, but I believe that there is another area in which a large chunk of rate payer money is being used up.

Over the years, our new sub-divisions have become far lusher with parks and waterways. Just look at Preston's, Wigram, Sanctuary Gardens, the new motorways and a whole lot more. The criteria for these subdivisions I believe are laid down between Christchurch City Council and Environment Canterbury. The plans for these new subdivisions have to also be approved before they are constructed. These new subdivisions require a lot more upkeep than the regular suburbs of old and more money is required in their upkeep. Balancing the books for Environment Canterbury must get difficult but axing what you see as unprofitable/unviable bus routes is not the answer especially when the figures you are using are pertaining to when the bus was travelling to a red zone and back with an absolutely ludicrous timetable.

It concerns me that money is not being used wisely by Environment Canterbury. I can say this because it would seem abundantly apparent that they have used data obtained from the old route of Spencerville to Marshlands (not going through Preston's) to make their case for axing the 150, but have spent money putting in bus stops and seats for a route they were obviously intending to cut because as I said earlier there has not been enough time to provide sufficient stats. There is no way that they would not have known the probability of this route being axed when they diverted the bus. What other wasteful use of money is going on within this organisation.

## **Total Mobility**

Are you going to give everyone of the households that you withhold a bus service to, a Total mobility card? How are we to get around if we do not drive and our closest bus stop will be 3 km away as it is for me? I have been unable to drive for the past year and unable to get a bus most of the time due to the lack of service provided.

## **In conclusion**

Several thousand rate paying households must have a bus service without having to walk 3 km to a bus stop.

Data used in your analysis would appear to be subjective and useful for only your cause of axing the bus service.

Axing a bus service will bring a minimal capital gain and not address the real problem

An alternative bus route requires only a small adjustment in an existing run, the question is more why are you not proposing it

Sensible use of finances is definitely a problem with Ecan if they put new bus stops seats etc for less than a year before axing a bus route. Considerable investigation into these types of unnecessary spending may be the start to help balance the books for Ecan

There is far more that Metro can do to fix the issue of not leaving a community without a bus. It is shameful to think that it is ok to do so. I hope this insight into the reality of what Metro have been doing here in Preston's gives you a fuller picture to the lack of customers on the existing bus service

Maree Tomsett

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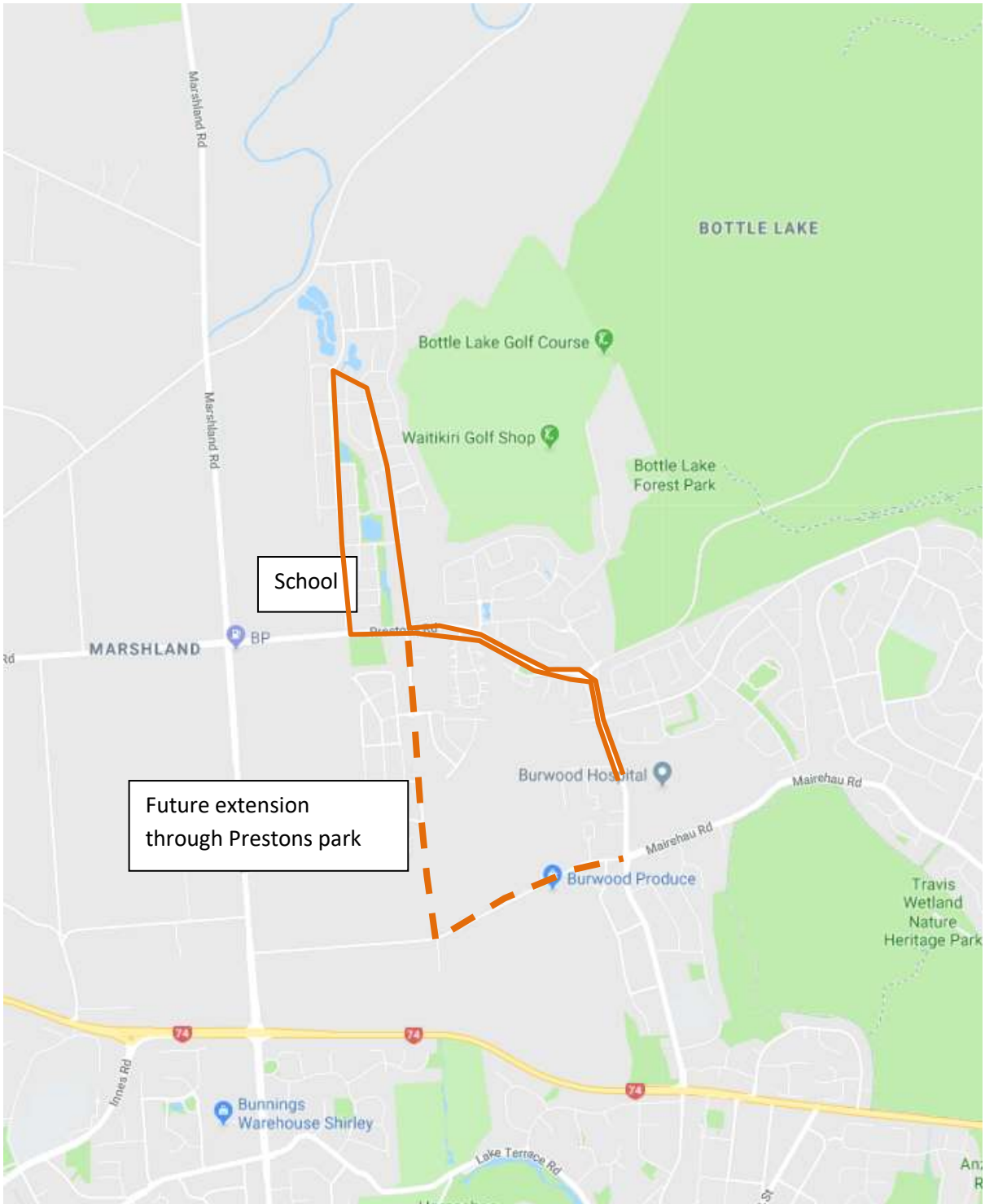
Marshland

Christchurch.

942-3933



**How is not offering a bus service to the ratepayers of this large area of Christchurch acceptable?**



**Suggested extension to the orange bus to cover Prestons and Prestons park**