

Make Submission

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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.

Kia Ora,

Christchurch's Public Transport has suffered from decreased ridership in the previous years owing to a number of factors. Mentioned in the outline of the LTP, ridership is now at approx 80% of pre-Earthquake levels and the explanation provided is that because this growth has slowed/not been what was expected, initial outlines for funding have not been met, etc. I find another problem at the heart of this stagnation, and that is the price and accessibility of the services provided.

Following the last restructuring of the Christchurch bus network, a 'spoke and wheel' model was approached, lowering the number of services that stop in the center of the city to only a handful compared to what was. This approach has reduced the accessibility of the city to many and has made

some journeys across town reliant on 3 buses; which negates the free transfer that comes with each fare.

This problem is exacerbated further by the price of fares which were raised not long ago to the now set fares. It has now become cheaper for many to drive themselves to work or events rather than take a bus as a \$4 fare for an adult without a metro card, could quite easily cover the petrol used, whilst also allowing greater freedom and not being reliant on the limited routes that work some areas of town. The high prices also create a barrier for people of low socio-economic areas, traditionally the strongest user-group, that they must overcome to utilize the system (10 trips at \$4 a trip is \$40 a week, which is comparable to a part tank of petrol which offers greater flexibility)

On a more positive note, the quality of the physical buses has improved compared to their counterparts of 5-6 years ago, allowing for a more comfortable ride and the training level of staff has increased. The new central station has also brought a new fresh space to the city center.

A few suggestions I would make are:

- Consider alternative methods of public transport beyond a bus system, and investigate the Cost-Benefit Ratio of such alternative methods (Light/Heavy Rail, Monorail, Shared Rider),
- Ditch the spoke and wheel method and reinstate through bus services to reconnect the city as it was before the last restructuring. The removal of the need to change at a hub on some buses would increase ridership and lower journey times whilst creating a more integrated system,
- Lower fares to a competitive rate, and advertise it as such to create a better public perception of the services you are provided. Many see buses as overpriced and underdelivering and as such disregard the option. Apply this competitive fare model to any other forms of Public Transport implemented,

Taking these suggestions onboard would create a more user-friendly and price-competitive system that if properly advertised, would result in higher ridership. It's important to remember that Public Transport at its core is a service provided for the Public to use easily, not a for-profit organization that must appease shareholders and CEOs. The attitude taken towards the system in place has resulted in these deficiencies and the attitude must be rectified on top of these deficiencies to make meaningful change to the way Public Transport operates in Christchurch.