

Make Submission

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| Submission by | Wendy Everingham (77487) |
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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.

I am totally opposed to the scraping of the six lowest performing services and the lowering of the mobility subsidy.

Public transport should be viewed as an investment not a financial liability. There are members of our society who really need these services and by getting rid of these you will be disadvantaging the most at risk people in our community. Your actions will create more hardship and impact on well-being that will have even higher costs to our community than the small 4million dollars you are trying to save.

I am totally opposed to a cost recovery LOS of 50% for public transport. If the roading network had a 50% cost recovery I would agree but that is not the case.

These proposals also go against the current government mood to use public transport to decrease vehicle emissions to improve our green house gas emissions.

I believe you are being impatient with Christchurch residents and bus useage. The earthquakes changed our travel patterns hugely. Prior to the earthquakes I had not owned a car for 20 years and used the bus for 50% of my travel. I am only now returning to the bus network. My travel reduced to Lyttelton as i reconfigured my work to be local. Now slowly I have things to access in central Christchurch and I use the bus to get there. I'm sure many others are just like me.

I wrote an article for the Lyttelton Review that highlighted how our local community would be affected if the 535 was discontinued. Here is the link to that article.

http://www.lytteltonharbour.info/images/lyttelton-review/205_February_2018.pdf

Some of the issues raised included:

- .neighbourhood connectivity. It's the only way for some people to connect to Ferrymead and Eastgate that are commercial hubs for us. ie bank, school and WINZ office

- . elderly who don't drive.

- . the local Marae is connected via this bus route

- . less spaces for bikes to get through the tunnel if there are fewer buses heading to Christchurch

A possible solution for higher patronage.

Many people were very keen for the bus to be extended to Governors Bay as a way to get higher patronage.

There are Governors Bay people who want to access Lyttelton. Similarly there are people from Lyttelton who want to reach Governors Bay. Some of the reasons are local travel to connect to school and a town centre. There are also many untapped opportunities for tourism. Council development of the Head to Head Walkway has more people wanting to walk in this area. The 535 gets people to Pony Point currently. It could get them to Governors Bay as well. At the moment the 535 sits at Rapaki for some time before returning on it's route. It could terminate in Governors Bay rather than sitting idle at Rapaki.

You also need to think about your operators. Red Bus bought these smaller buses to service the smaller routes. These have hardly been in service and you are proposing to get rid of them. How can you build a public transport network if you treat the operators like this? They won't want to invest in new buses if they feel unsure about the longevity of the service.

You need to be more patient. Please retain the services they are needed. I am not opposed to rate/price increases.