

Make Submission

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Submission by	Mrs Jessmae Kingston (77620)
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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 oppose all three of the proposed options regarding the bus transport. In particular I oppose the long term plan to discontinue the six bus routes – especially the 145 Westmorland – Eastgate route.

As a resident of Westmorland I catch the bus on occasion and would more often if the route was one that went through the middle of town and not skirt round the edge to Eastgate. Eastgate is not a destination I nor many of my neighbours wish to travel to. When the route was changed from going through town to Styx Mill to Eastgate we were astounded as no consultation was done to find out where residents would like to go. There are between 750 and 800 hundred residents in Westmorland and while we do not all want to travel to the same place there are similarities – cbd, schools and closest shopping centre. As the current bus does not service these we have seen a decline in patronage since the change to the Eastgate destination.

It is with interest I note the 6 routes facing the axe are ones that do not go through the centre of town so my comments no doubt are relevant to the other 5 routes.

I use the bus, on occasion, to travel from town to Westmorland after work but find the times and connections unworkable leaving the journey to take up to an hour (compared to 15 minutes in a car!). This journey comprises of 2-3 bus connections – the most direct involves a changeover at Barrington Mall (from Bus 60 to 145). However, for the first bus after 5pm the connection does not coincide - with the 145 bus leaving Barrington Mall 3 minutes before the 60 bus arrives leaving a 25 wait for the next 145. This sort of timetabling has not been inviting for residents to use the bus.

Westmorland has expanded and grown but the route round the subdivision has not. With the connection of the road at the top there is an opportunity to use this and be more accessible for more residents.

I oppose any change to the rates for public transport. The public transport needs to be a competitive and viable option to encourage people to use the transport provided.

As ratepayers who pay for public transport I do not see how we can be continued to be charged for this if we have no public transport available to us.

I am appalled that our “accessible city” has had millions of dollars spent to pay for cyclists – who contribute little to the transport infrastructure – yet the public transport system is left lacking with routes that don’t work for everyone. It occurs to me that a greater percentage of the population are more likely to use buses than there are cyclists.