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**From:** gjwilson@kinect.co.nz  
**Sent:** Monday, 26 March 2018 4:52 PM  
**To:** Mailroom Mailbox  
**Subject:** LTP SUBMISSION

My submission relates to Transport and Urban Development

Section: Options for public transport:

I oppose Options #1, 2 and 3 because there is no need for fare increases or a targeted rate. Instead, in Christchurch there should be considerable use of small buses between 9-30am and 2-30pm on all routes. Often I have observed fewer than 6 passengers in buses at any one time. The smaller buses mean lower overall fuel costs and far less wear and tear on roads. Even the most popular route, the Orbiter, has few passengers in off-peak hours. I have observed European countries using small buses successfully and there is no reason why Christchurch cannot do the same. It is insane to have these huge buses trundling up and down the likes of Riccarton Road with so few passengers. Also, completely unacceptable is the submission by the mayor of Christchurch in favour of a targeted rate increase. Her council has been increasing rates for years far in excess of the inflation rate. By advocating for a targeted rate increase, the mayor is completely disconnected from the reality facing ordinary citizens of Christchurch who struggle to meet increased costs of rent or housing as well as insurance while their incomes increase very little. If ECAN increase fares on buses it will tip more people into using private transport. Surely ECAN have learned about elasticity of demand. The evidence is clear: number of passengers on public transport has declined since 2011. Putting up fares further will only accentuate that decline. ECAN need to be smarter with public transport in Christchurch. And they need to stop constantly changing routes. There needs to be a moratorium on the changing of routes.

Submission from : (Dr) G Wilson

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I wish to attend to a hearing.