

Make Submission

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Event Name	Long-Term Plan 2018-28 Consultation
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Submission ID	2018-28 LTP -1383
Response Date	26/03/18 12:11 PM
Consultation Point	Public Transport Options (View)
Status	Submitted
Submission Type	Web
Version	0.1

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 really disappointed with these proposed changes and strongly oppose the cutting of bus routes.

The cutting of 6 bus routes in Christchurch is not in keeping with the best use of rates, support for economic development, environmental protections, the social needs of the region or “enabling a resilient, multi modal transport system.” None of the suggested options for Public Transport are acceptable.

If we’re going to have the kind of Public Transport, PT, system that people want to use and that helps prevent the significant congestion that we know is coming with future growth (as well as all the environmental outcomes we want) then we need to unshackle PT from the constraints placed upon it

by the last government and ECan's apparent institutional unwillingness to achieve its own goals to 'keep the region moving' while keeping our environment healthy.

Both CCC and ECan need to fund a step-change for public transport. Central governments 'Fare Box Recovery' requirement that 50% of funding come from fares has effectively undermined PT. It is relevant to point out that roads for cars and trucks are not required to pay their way and receive funds from many sources including local rates. ECan needs to increase the PT targeted rate or PT will limp along on a business-as-usual basis until it fails completely. Funding effective PT can reduce congestion, improve air quality and the environment and will also 'keep the region moving' by reducing congestion.

ECan must retain the 6 routes proposed for cancellation and increase rates for the next 2 years to pay for it. ECan needs to lobby central government to cancel the Fare Box recovery requirement and to provide funding. Please develop and implement the new Regional Public Transport Plan to support robust PT in Canterbury until more permanent solutions are agreed upon.

Developing PT integrated with cycling can support both. Bikes can easily be the cost effective link at both ends of a bus journey. Secure bike parking at stops, providing space on buses for bicycles (more than two) offer synergies. This supports ECan's headline commitment to 'multi-modal' transport options.

Constrained funding for PT has begun a race to the bottom; whereby services are cut to reduce costs which in turn reduces PT patronage, thereby undermining further investment and so on. ECan needs to break this cycle with a phase of heavy investment.

PT and AT are major players able to reduce Canterbury's carbon footprint, improve air quality, and do our part to limit the ravages of climate change.

Cutting public transport routes will increase climate change and condemn Cantabrians to breathing polluted air.