

From: Environment Canterbury
Sent: Sunday, 3 April 2022 4:58 pm
To: Have your Say
Subject: Submission on draft Annual Plan 2022/23

Victoria Neighbourhood just submitted 'Draft Annual Plan 2022/23 submission' with the responses below.

First name

Murray

Last name

Jamieson

Email address

Phone number

Are you submitting on behalf of an organisation?

Yes, I'm submitting on behalf of an organisation

Which organisation are you submitting on behalf of?

Victoria Neighbourhood Association

Do you wish to speak to your submission at a Council hearing?

Yes

Which bus fare structure option would you like to see trialled?

Option 2: \$2 flat fare for adults and \$1.20 for children across bus zones 1, 2 and 3

Tell us more about why you support the selected bus fare option.

Some VNA members preferred Option 2, primarily because our highest priority is the reinstatement of the Central City Shuttle. Option 2 is less expensive than Option 1, so a combination of Option 2 plus Shuttle could work. This would provide the best service for the greatest number. However, as a group we agreed to support Option 1 because it caters for those with the greatest need, and who may be the most likely to support public transport from the start. The VNA agrees immediate incentives are needed to encourage more patronage, primarily to reduce emissions, congestion in the Central City and the number of car parks. Option 1 plus Shuttle would achieve this.

Any other comments on bus fares?

The Victoria Neighbourhood Association, an active Central City residents' group with almost 180 financial members, strongly supported the Central City Shuttle from the beginning. We have advocated for its reintroduction (or an equivalent) since the CBD reopened after the earthquakes. In almost every consultation we have undertaken with the membership, regardless of topic, support for the Shuttle is high on the list. We are disappointed there is no mention of the Shuttle in ECan's proposals. It was an effective way of moving central city residents into, around and out of the CBD, and was used by many ARA students and visitors as well. Intensification of the Central City will continue for many years. Unless there is an easy-to-use circular route connecting often-used locations, congestion and emissions will continue to increase just as fast. If we want more people living in and visiting the Central City, there must be an incentive to leave cars at home and/or opt for the CBD rather than shopping malls. Bringing back the Shuttle is a win-win for residents, visitors, businesses and the environment. One suggestion worth noting is adding a "donation" to the fare structure for the Shuttle. Some patrons would contribute a gold coin (or more) for every ride. As long as it was not mandatory (which would reduce the simplicity of the Shuttle), the additional income would reduce the overall cost of the service.

Where did you hear about the consultation?

Word of mouth
Meeting or event
Email
