

Stage 2 of the Greater Christchurch Metro Network Post-Earthquake Redevelopment Project

Report Summary

Stage 2 is the pilot of the new network design (hubs and spokes). Focuses primarily on routes in the north and south of the city. Current routes proposed to be replaced represent 28% of current boardings and 35% of current km operated.

Proposed to be implemented in late 2012. Will be closely monitored over the following months. Stage 3 (similar changes to rest of the network) proposed to be implemented in 2014/15 financial year depending on the success of stage 2.

Council is being asked for approval of proposed new routes. Initial proposals were put out for consultation from June – August 2012, and 714 responses were received. 588 responded to feedback form which asked question “in general, do you support the proposed changes”. 37% answered yes, 53% no, and 10% did not tick either box or gave an ambiguous answer. The number of people who did not express support is not surprising given the scale and nature of the change, and many concerns will be addressed through revisions to the routes that were initially proposed.

Will save over 1 million kilometres and 12 buses per annum – expected to be \$1.8 million dependent on outcome of negotiations with operators. Extra costs such as RUC and fuel price increases are increasing contract costs for CRC, these have not been considered in this report.

Consultation feedback and proposed changes:

- Significant concern in the Waimakariri District about withdrawal of Woodend to Rangiora bus. Other options have been investigated, including retaining a few trips a day, but current patronage is too low to justify this. Will work with North Canterbury Minibus Trust on possible service provided by them, and access still available through Metro Network via transfer in Kaiapoi.
- Concern raised about access between Sir William Pickering Dr/Sheffield Crescent and city centre. It is now proposed to retain a direct service via Wairakei Rd/Rossall St.
- Access from St Albans to Shirley to city centre also highlighted as a concern. Initial proposal did not offer good access, changes have been made to remedy this.
- Link between St Martins/Huntsbury and CPIT now retained due to feedback.
- Some submissions on proposed services in Spreydon, also highlighted by media reports and Spreydon/Heathcote Community Board. Retention of this service to central city investigated, but patronage not high enough to justify more than one service that travels there from this part of the city. A good connection between buses will be provided at Selwyn St.
- A few other minor refinements to services in the north of the city will be made following submissions.

Attached maps show final proposed route changes.

