

How many responses were received in total?

714

The 714 includes 11 double entries from the same submitter (often added feedback) and 3 doubles from partners (almost exact same content).

Positive/negative/no opinion.

Entries where they could tick a box indicating their support: 588.

Support Yes AND No: 5

Support only Yes: 211

Support only No: 305

No answer: 61

Email entries where they couldn't tick a box: 111

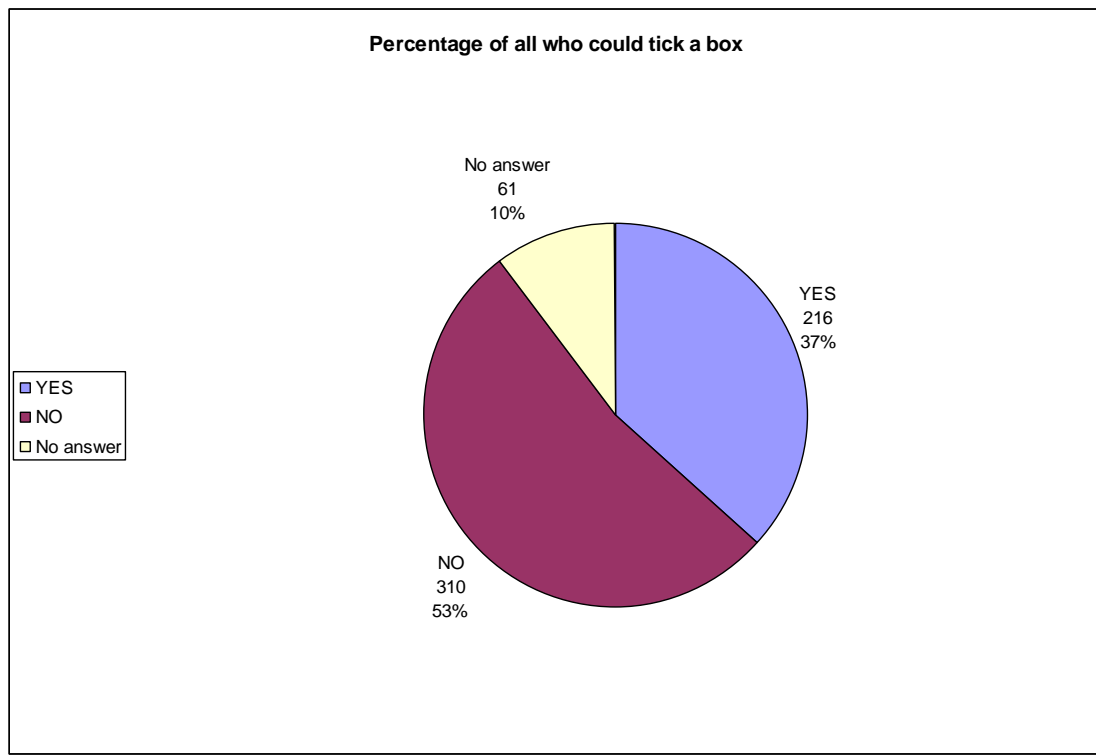
Percentages:

100% = 588 (all who could tick a box indicating support)

No answer: 10%

Yes = 37%

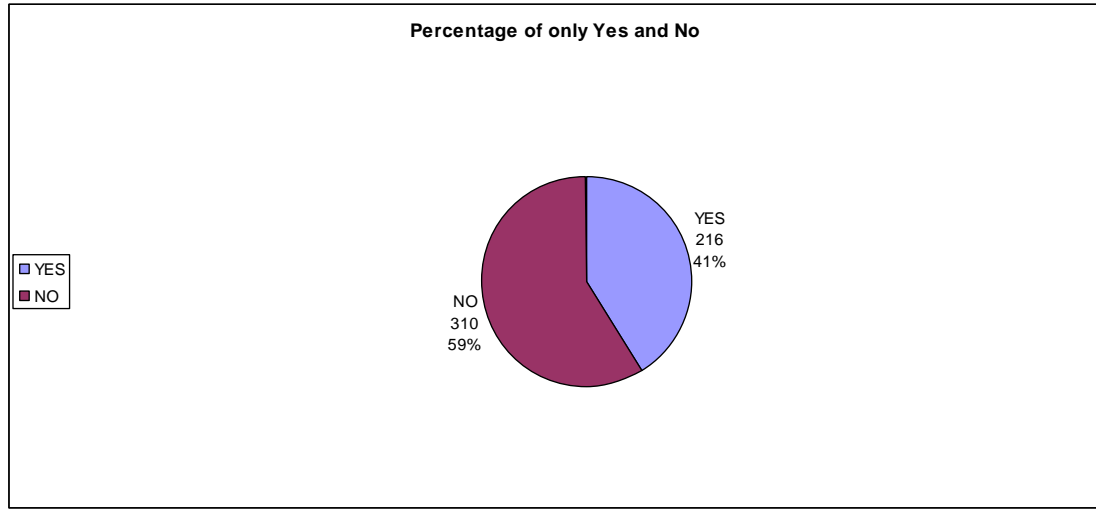
No = 53%



100% = 526 (all who did tick a box)

Yes = 41%

No = 59%



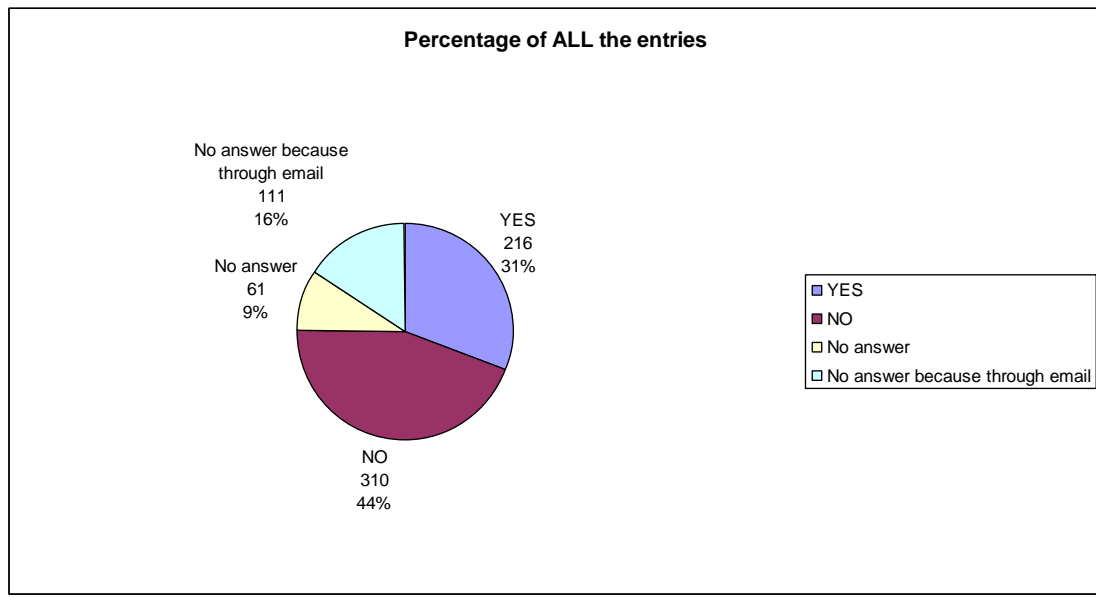
100% = 713

No answer because email entry = 16%

No answer = 9 %

Yes = 31%

No = 44%



From now on the doubles or partners with the same comment are included in the analysis

How many responses were received about changes in the Waimakariri District?

68 Submissions about the Waimak District, including the 7 from District Councils or Associations. This also includes 1 petition of 88 signatures.

How many specifically mentioned the withdrawal of the service between Rangiora and Woodend?

Of the 68 submissions about the Waimak District 39 submissions were received against the complete removal of the Rangiora Woodend route. Non were received supporting the removal. A few mentioned alternative options like running every other hour or only off peak or smaller buses. While others argued that those options would work because they are restricted by the Gold Card limits, or doctors appointments meaning having to leave perhaps 2 hours earlier to get there in time. Two petitions were received against the proposed cut of the Rangiora Woodend link. The two petitions were organized by the same person. One has 88 signatures, the other one has 92.

How many responses specifically mentioned the changes proposed on Wairakei Rd? (Current route 9, proposed routes 17 and 109?)

80 Submissions about the area of Town, Bryndwr Bishopdale, and Sheffield Cres including comments about 3 buses into Blighs road to go to Northlands mall. Almost all of them are negative, the most common points raised are: Significantly more time consuming, driving away from your end destination to then transfer (including a wait) and then back on track. Blighs rd will make the buses unreliable because of the traffic situation (cars and lay-out). Most indicated they would revert to using their cars. A lot of the people who wouldn't take the car instead said it is because they can't afford it, but would really dislike their travel route.

How many responses specifically mentioned the changes proposed in St Albans? (Current route 18, proposed route 132?)

Combine , How many responses specifically mentioned the changes proposed in Shirley? (Current route 46)

45 submissions show a strong confused or appalled feeling about the 18, the 46 not going into town anymore.

How many responses specifically mentioned route 120 (any part of it?)

With the search word 120 there are 3 definite Yes, love it, I'll use it.

A general opinion seems to be that they regret/ are frustrated by the loss of the city exchange, library, gardens, Haygley Park, etc, or access to the Hospital.

This seems to be a statement coming from the different parts of the 120.

The Barrington area in particular seem to feel that too much is being asked of them if they continue to use the bus, for example walk 25 min to a bus stop that will take them where they need to be or take 2 buses for a very small distance/time and the buses probably not lining up timewise or going backwards to Barrington and loosing time, compared with where they would be with the car if they travelled the same amount of time.

How many responses talked about the proposed route 17 (current route 18) not travelling via CPIT/Moorhouse Ave polytech?

19 submissions mention CPIT and Moorehouse Ave. About a two thirds express surprise that there their current bus won't go there anymore claiming the bus is full and thus needed or they mentioning their love for the current route. This like how it takes them to their key destinations like shops and libraries, etc. Taking those away means inconvenience or using alternative transportation. About a third talked about wanting the timetable changed so the buses would run till later to suit the worker who finish around 9.30 pm or people who go to events or late exams.

How many responses talked about needing to transfer buses on Cashmere Hill? (proposed route 114, current routes 12 & 14)

65 Submissions talked about the Cashmere hill and Dyers pass. Almost every submission is against transferring at PMH claiming it is a small distance on one bus to then having to wait (perceived long wait) for their bus in to town. Many mentioned that they already take two buses so with the proposed changes make it three. They seem worried about the price going up because of time limits or using more then 1 transfer.

Another big worry is the frequency. They fear it isn't often enough resulting in a big impact on day to day life. A lot more planning in advance would have to go into their trip, absolutely no flexibility if you are late, lining up all the other buses timetable, leaving home a lot earlier because of increased traveling time. Walking for many is not an option because of the hills. A few mentioned that having a bus there was important in their decision to life/buy a house there. The Cashmere children as a group seem to be more affected by the proposal than any other group of children from a different area.

A) How many responses did ECan receive over its proposed changes to the Spreydon 22 route?

20 Submitters indicated they are users of the 22 bus specifically the Spreydon area, excluding the Redwood area. (Included was Addington, Somerfield, Spreydon. Of those 20 submitters, 12 submissions didn't contain any mention of the route 22.

Apart from the ones who ticked the box that they use the 22, another 9 mentioned in their feedback they use the 22. There was also an entry from the Spreydon/Heathcote Community.

B) How many of them opposed the changes?

One person stated that this new route 120 would work perfect for them. The others all indicated to not like it, with different levels of dislike or disappointment. They either address that it is follows a different route (not going passed their destination) or address that they will have to transfer.