

M064	C12C/80671	<p>Dear ECAN Reviewers,</p> <p>Some Feedback about the Draft Canterbury Regional Public Transport Plan 2012</p> <p>In general, I support many of the changes to be implemented following the current Review of Christchurch bus services. It is obvious, given the gridlocked traffic that frequently plagues most city travel at this time, that the use of bus services should be greatly encouraged.</p> <p>The current central bus station is a welcome oasis in our 'deconstructed' city and an essential part of our bus system. Hopefully this will be retained. We have recently admired the splashes of colour provided by the seats from the old Bus Exchange beside the Avon River near the Re-Start area. A great idea.</p> <p>The Orbiter and MetroStar services continue to be excellent components of the bus network. The addition of a new high frequency core bus service between Belfast and Princess Margaret Hospital is an excellent idea, as are the proposed numbers 17, 28 & 60 services. The fact that these will run 7 days a week is another bonus.</p> <p>I am always very grateful for the kindness of the bus drivers who often go beyond their required duties to provide safe transport for our daughter when she uses the MetroStar at night.</p> <p>*****</p> <p>However, I have reservations about the planned implementation of hubs to connect local services with high-frequency buses. This is especially so where there is an hour long wait between buses, which would result in a very long connecting wait indeed for some bus users, especially if they were to have just missed a prior bus. Perhaps more frequent local buses might alleviate this potential bottleneck. The proposed use of smaller buses for local routes might help to cut the costs of putting on more frequent local services.</p>																															
M065	C12C/80673	<p>Dear Sir/Madam,</p> <p>Thanks for the opportunity to comment on the proposed routes. Well done on canning Route 18 as it was rarely used and the drivers must have got very lonely.</p> <p>As well as being virtually unused, this route is circuitous and dangerous, so I am requesting that the new route 132 be altered so that it isn't simply repeating the same problems. I realise that the infrastructure required to support the route exists, but between Edgeware Road and Main North Road, this route is a nightmare for traffic. Most of these roads are simply too narrow for buses. On corners, all traffic must stop and at times back-up to allow the bus to turn. This always requires the bus to use the wrong side of the road. Examples are all corners from Rutland St through to Main North Rd. Residential car parking causes the usable roadway to be too narrow for two way traffic, and at busy school times the difficulties the buses pose cause real danger to kids and chaos with traffic. It is disappointing that this route was ever deemed suitable for buses, and it would be wrong to continue to do so, simply because of some infrastructure or "because it exists now".</p> <p>The solution is to use the main roads which are designed to accommodate buses, and this route (if it is necessary) would be better travelling down Cranford St or Papanui Rd. It is only a short walk of less than 10 minutes from any point to catch the bus on either of these two main thoroughfares.</p> <p>I would like to take the opportunity to advocate that the bus routes like the new 131 be shifted to more appropriate roads for buses like Harewood Rd in this instance. Again this is only a short walk and puts the buses onto roads that are wide enough to deal with the demands.</p> <p>My knowledge is of this area only, and while I don't live on the old 18 bus route, I do live close enough and travel through it seeing the effect every day. This repeated part of Route 132 is unsuitable for buses.</p> <p>In general, I believe we have too many minor bus routes travelling on smaller streets and within walking distance of major routes. One of the broad principles of supply should be that while multiple routes will use the same thoroughfares, no two routes operate on streets within 500m of each other. This is a reasonable walking distance and at slow/medium pace, can be covered in 15 minutes. An advantage from doing this in addition to the financial one, will be the increased frequency that could be created.</p>																															
M066	C12C/80677	<p>Thanks a million for the bus seat Barbadoes St. Quite a lot of elderly people use this stop, so thank you very much.</p> <p>Please do not cut the service any more as many have appointments to keep, doctors etc. I grew up in the area and since giving up driving rely on the bus service.</p> <p>I am 93 years old, so happy to have my Gold Card which enables me to get out and about.</p> <p>All my friends in this neighbourhood think the new bus station is great- the service is good, only a few grumpy drivers, but most say the outside shelters are very cold and draughty.</p> <p>Thanks to the team.</p>																															
M067	C12C/82298	<p>Hi</p> <p>I would like the new 17 bus route to continue to travel from Waltham Road along Moorhouse Ave and down Montreal St as the 18 bus has done. I am studying at CPIT and also shop at Madras St Countdown, so it is much quicker and more convenient for me to use the existing bus route.</p> <p>I'm sure other bus users find the current route satisfactory because Wordsworth St is an industrial area and is not of interest to the average bus user. Huntsbury users who want to go to Sydenham can take the proposed 115 bus.</p> <p>In my experience, some bus users get on the 18 bus on Waltham Road after the Wordsworth Street intersection.</p> <p>Also, some users get off at Washington Way to catch buses going east and some - who may work at the hospital or city council - like to get off at the Montreal St - Lichfield St intersection because it is quicker for them.</p> <p>I would also like the buses on route 17 to travel every half hour on the weekends.</p> <p>I hope you will keep the features I have mentioned when you introduce the 17 Huntsbury - Northwood bus route and it would be good to have a half-hourly service on the weekend.</p> <p>Regards</p>																															

M068	C12C/82298	<p>My sons have been using the service (No. 90) for the past 4 years to get to and from school.</p> <p>We live north of Rangiora in Loburn and most days I drive them to the bus stop near Rangiora Hospital at 7.10 am to get them to St Bede's College by 8.15am. As they are one of the first on the bus, they are assured a seat and this bus nearly always gets the boys to school on time. Fantastic!</p> <p>Returning home is a different story. Because they get on at the Main North Rd, by the time the buses get to them, they are often full and will not stop. Some days they are able to catch the bus at the Mad Butcher at 3pm and this works as they miss the rush.</p> <p>But for any reason, they are delayed or have sport and have to catch the 3.30pm or any of the later buses up until 5pm, it is a nightmare. The bus will usually go past full and not stop meaning they have to wait another 30 minutes and they might have only just missed the last one, so nearly an hour! If they are lucky enough to get on a bus, then they may have to stand until the beginning of Rangiora when people get off.</p> <p>Days I work in town, the boys would rather hang around school and wait for me, than catch the 90. It is obvious that the service is getting very popular and it is my suggestion at this congested time that they run the service every 20 minutes instead of 30 minutes.</p> <p>Please consider running the service 90 from the city to Rangiora every 20 minutes on weekdays between 3pm and 5pm. This popular service would then cater for the growing population in North Canterbury for commuters and school passengers alike.</p> <p>Kind regards</p>																											
M069	C12C/82300	<p>re review.</p> <p>Your new bus route has great interest to me as I am a regular bus user.</p> <p>1 Overall having a Colombo Street bus every 10 -15 minutes is a good idea as is the Orbiter. This will only work if buses are not delayed by traffic and the bus lanes are kept clear of traffic at ALL TIMES not just peak times. At present there is often a hold up off peak.</p> <p>2 However, I am concerned about the 115 bus which I have used often. I feel if this bus is only going to run every hour it will be an absolutely waste of time having it. I certainly won't be using it and will have to use my car to take me to Colombo Street. I would suggest that one every 30 mins in line with Huntsbury bus no 17. If the times of the 115 and 17 could be staggered these two together would be very user friendly for people living in this area.</p> <p>3 When deciding on the route of buses from the Central bus station to the north I suggest the use of Montreal Street to take in the WEA, Art Gallery and the Botanical Gardes etc. and back South via Durham Street.</p> <p>4 Please bear in mind when making your decisions that many of the older people cannot walk very far to amenities and some have strollers.</p> <p>Yours,</p>																											
M070	C12C/82304	<p>Thanks for asking for feedback on the proposed new routes.</p> <p>Regarding the proposed changes to bus services on Cashmere Hill (proposed route 114 Cashmere to Barrington):</p> <p>We live in the middle section of Macmillan Avenue on Cashmere Hill, and our family is fortunate in being able to use both the 12 and 14 buses, for both work and leisure. It's great when visitors are here too.</p> <p>At the moment we can take either the 12 or 14 bus directly to and from the Council Civic Offices in Hereford Street or to Papanui from either end of our road. The 14 travels half-hourly in each direction all day. So your proposal represents a definite reduction in service and is likely to deter us from use. Likewise for our student son who when home often uses these buses at different times during the day and evening. If the number one route does not follow the same route as the 12 does at the moment (Montreal out, Cambridge Terrace in), we could end up having to use several buses each way instead of one - a definite turn-off!</p> <p>We have found it odd that the two bus services to Cashmere Hill have had such similar timetables. (The fact that they are different companies is no excuse!) And it seems obvious that had they been staggered at 15 minute intervals you would have been likely to get more passengers. Have you factored this into your research?</p> <p>At least one service needs to run at least half hourly all day. And even with a single service, the timetable could be staggered to provide a 15 minute service to those in the central section of the hill, without compromising access to a half-hourly service for the wider area.</p> <p>Can you confirm there will be a user - friendly bus service to the airport from Cashmere Hill? We used the 10 fairly frequently. Since the 12 has taken over</p>																											
M071	C12C/82305	<p>Dear Sir/Madam,</p> <p>I am writing to express my concern about the proposed bus network changes, in particular the removal of a direct service from Cashmere Hills to the city and beyond.</p> <p>Under the proposed changes Cashmere Hill residents will lose both existing direct services (routes 12 & 14) and have these replaced by a single triangular route that will only link Cashmere Hills with Barrington.</p> <p>While this may be suitable for day shoppers and similar it is an extremely poor option for school (and other) students who attend educational institutions in and around the central city.</p> <p>As there are no secondary schools on Cashmere Hills all secondary age children are required to travel off the hill to attend school. In your glossy brochure you have stated that "Where people travel in Christchurch has changed"; while this may be partly true, this is not the case for school students, and I do not believe that your proposed changes have given due consideration to these users of the bus service.</p> <p>For example, my daughter, who attends Christchurch Girl's High School, would be required to take 3 buses to and from school with waits in the dark at the start and end of the day at relatively insecure peripheral bus stops. The cost of the trip would also double as the Metrocard only allows one transfer within a given trip.</p> <p>It would appear that Cashmere Hill residents are particularly poorly served by the proposed changes as all other peripheral parts of the city (Halswell, Huntsbury, Heathcote Valley, Lyttleton, Redwood, Northlands, Burwood, New Brighton) have retained a direct bus service. Why have you chosen to cut off Cashmere Hill residents from the central city? This is aggravated by the fact that there is no hill equivalent of the Sumner S19 school bus service, that links that suburb with central city schools.</p> <p>For the bus service to be well patronised it needs to be a usable service that reflects the needs of the passengers.</p> <p>Requiring students to change onto 3 buses at double the current cost will not be a usable service and is a poorly considered change. If enacted it will simply</p>																											

M072	C12C/82308	<p>Submission to Environment Canterbury Regional Canterbury</p> <p>I have a concern to hear a suggestion that you are considering cutting the direct route between Rangiora and Woodend out.</p> <p>.The three towns are connected and should be serviced equally.</p> <p>We need to have good coverage and more frequent buses rather than fewer.</p> <p>For myself, when I have an appointment in Rangiora which would take say half an hour to complete then I would like to take a bus and return home directly</p> <p>. I then look at the time table and realise that there is no bus for a further hour and a half and so reluctantly I take my car instead. I understand that it is not economical to run but I see it more as providing a service for the community.</p> <p>What of the people who do not drive a car and are reliant on the bus.</p> <p>I heard of someone who recently used the services of Miss Daisy. They were not allowed to take groceries. At least that is not the case on your buses .</p> <p>There is a perception among some people that it will take much longer to travel via Woodend, however it seems only five minute's difference and if it means more passengers on board then isn't that better.</p> <p>I know that a decision has yet to be made as to where " The Health Hub" is to be sited but that is in the pipe line for the future.</p> <p>Our population is growing rapidly and this needs to be taken into account.</p> <p>Would you consider during off peak times running two orbiters travelling in opposite directions around the triangle which would then feed into Kaiapoi and so into or out of Christchurch from there. Of course there would need to be a sheltered depot at Kaiapoi. Regards</p>																																			
M073	C12C/82313	<p>POINT ONE</p> <p>At the moment I catch a No 12, 11, or 8 bus from Meadow St to the New World Supermarket at Northwood.</p> <p>With your new timetable No 12 & No 8 will no longer run. (I understand No 8 will become No 108 but it won't continue onto Northwood.)</p> <p>For my return trip with heavy groceries I've been able catch the No 12 bus at the stop outside the Supermarket. That will no longer be possible and I'll now have to drag them over the road to the No 1 bus or maybe catch the No 11 (to become No 17) bus as it goes passed the Supermarket then onto the terminus at the Super Centre & wait for it to do it's return trip.</p> <p>(Grrrr! What a bother! I'm nearly 80 yrs old with ill health and it's hard struggling with groceries!)</p> <p>Please could you keep the No 12 bus running? I'm sure many people plus school children who live on south side of the Northwood area and are not within easy walking distance of the No 11 (to become No 17) or No 1 bus would appreciate it.</p> <p>POINT 2 SUNDAY TIMETABLE</p> <p>How often will buses No 1 & 122 travel from Northwood up the Main North Road to Tuckers Rd & Daniel's Rd on a Sunday?</p> <p>At the moment the No 22 bus leaves Northwood at .05 the hour & the No 12 bus leaves Northwood at .16 the hour. i.e. 11 mins apart. Then there's no bus again for 49 mins.</p> <p>I would so appreciate it if you would stagger the No 1 & 122 buses more evenly through the hour.</p> <p>I'm a frequent bus user and try not to use the car unless really necessary to help prevent congestion and pollution problems. I'm so grateful for all you have to offer us and for the opportunity to present my needs.</p>																																			
M074	C12C/82315	<p>Dear Sir,</p> <p>I am very distressed about these proposed changes. I have always used the Dyers Pass bus to the city, but first you changed its route to through Somerfield, which cut us off from our Library and Service Centre and local village at the bottom of Dyers Pass Road, and now you are going to make us get out of the bus at Princess Margaret and catch a different one. It is not good enough. If you want to increase patronage you need to consider the effect this will have on the elderly with their shopping carts etc, and mothers with children, prams etc, battling on and off, frequently in inclement weather, not to mention the difficulty of estimating travel time to get to an appointment punctually.</p> <p>I do hope you can come up with a better plan, as this one is frankly appalling, and it will be the same for the other routes that have a change of bus during the trip.</p> <p>Finally I know you say warm cosy places for waiting will eventuate, but that seems a very distant dream. Some of us will no longer be waiting for buses by then I suspect!</p>																																			
M075	C12C/82319	<p>This message is a duplicate of the content of the attachment</p> <p>Response to Change is Coming</p> <p>Rangiora etc. Proposal map does not make it clear if the present Rangiora – Woodend connection is to remain. I will assume that it is. At present this provides half of the gathering process throughout Rangiora, though only at the few times when it operates.</p> <p>Gathering shuttles – a concept to think about. Rangiora would be a good trial. A small fleet of small buses combing the streets of the town with a closer network than at present. This would serve schools, shopping, local employment and sundry cross town trips. All of these routes would end at a point at where the city buses would leave and return. This major terminus would well equipped and sheltered. This could interest a local contractor who already runs taxis or school buses.</p> <p>Northlands Hub This interests me as it is my shopping centre, at present accessed by # 18 in Rutland St. Enables me to visualise generic concepts which may also apply elsewhere:</p> <p>17 Northwood City Huntsbury. Changing the twinned termini of particular routes probably troubles few. There may be some who lose a convenient single bus route and some who gain one. However I remember that once the Huntsbury 18 continued down through Bowenvale as the Bishopdale 15. Perhaps the earthquake changed that. But it is the principle of two routes being joined in this way which I affirm. In the past I have suggested that a similar connection at the other end would have been useful connecting Northlands and Bishopdale Malls as well as covering some bald spots on the map. Will return to that suggestion below under Routes 28 & 131.</p>																																			
M076	C12C/82320																																				

M091	C12C/85507	<p>Dear ECAN Reviewers,</p> <p>Some Feedback about the</p> <p>Draft Canterbury Regional Public Transport Plan 2012</p> <p>We certainly see good reason for a complete review of the bus services and routes around Christchurch. So thanks for tackling it and consulting. I'm not unhappy with your proposal but know it could serve our local community much better with a few changes.</p> <p>Our family has an particular interest in having a usable bus (public transport) service for Kennedys Bush to support our weekday commuting to work and school places. To have other options for sport, health, shopping and entertainment purposes would nice to have too.</p> <p>Since the earthquake disruption the number 77 route has been stopped and is greatly missed. Our daughter used it to connect with the MetroStar to commute with her school near Church Corner and I used it for commuting to work in the city.</p> <p>We miss the higher frequency that the number 77 had and the wider range of commute times available.</p>																															
M092	C12C/85510	<p>Submission on Bus Changes proposed by Ecan, August 2012.</p> <p>By ##.</p> <p>I am writing to submit my views on the proposed changes to bus routes that have been circulated under the "Change is Coming" proposal document. In my view the premises for making these changes are quite unreasonable and preposterous and will not restore public confidence in bus services in Christchurch City.</p> <p>Christchurch has over the past 20 years had excellent developments in the bus services which have varied with either support or indifference from central government. When Ecan first took over the bus routes in 1993 the National Government had just forced the bus services of local councils to be tendered out as a cost cutting measure. The services that resulted were of extremely variable quality with the requirement to take the lowest tender resulting in a lot of very old and rough buses on the roads being operated by fly-by-nighters. As time went on and especially with change in government and greater support and funding for public transport the services were improved greatly. A key factor in the development of the Christchurch passenger transport services has been the opening of the bus exchange about ten years ago. Patronage has continued to grow due to the quality and reliability of the service being offered. This continued to be the case until recent times.</p> <p>Public transport is an essential component of the Regional Council's social obligation to residents as well as being a core function defined in legislation. A quality public transport network fulfils important social, economic and environmental functions, enabling people to travel at a reasonable speed and within a reasonable timeframe to destinations around the city whether for work, recreational or household purposes. It is an important option for those who do not have access to motor vehicles, who cannot drive or for whom the cost of privately owned transport is simply too great. In order to get this quality public transport system it is necessary to have a focus on time efficient services running at a reasonable frequency and within a reasonable daily timeframe.</p> <p>The traditional model of provision of service in Christchurch and elsewhere has been based around a central exchange point where all buses cross and where passengers can transfer between services to reach destinations across the city, or walk on to destinations within the city itself. This model is tried and true and has been relevant for many decades. There are secondary transfer options between some services in the suburbs. These are only realistic and reasonable to achieve where at least one or preferably both services that a passenger is travelling between are operated at a frequency of 15 minutes or greater on weekdays, where both services use the same platforms and during daylight hours. For many years there have been various promises all of which have been broken, to provision some of these suburban crossover locations with small exchanges providing passengers with shelter from the weather. However only in two locations has any such pretence of provision been made. One of those locations is Hornby Mall consisting of a few bus shelters, and the other at Princess Margaret Hospital has been provided in part by the hospital itself on its own land and is limited to just a pair of open shelters. A number of other locations use numerous shelters in which passengers can incur significant delays in transferring due to having to walk in some</p>																															
M093	C12C/85513	<p>I wish to make my personal submission, the same as that of the Woodend Community Association Inc.</p> <p>Up to the first Ecan consultation in 2006, the Red Bus ran the service through Woodend. It ran from Rangiora, through Woodend, Kaiapoi, Belfast to the city and return. Ecan proposed in 2006 that the main service to the city cease to run through Woodend and run directly from Rangiora through Kaiapoi to the city. The reason that they gave was that they wanted to increase patronage from Rangiora to the City, and this would not happen if the bus ran through Woodend as it takes longer to get to the city. An hourly Shuttle would be introduced to service Woodend and occasionally Waikuku Beach, and drop the passengers in Kaiapoi to connect with the 90 service.</p> <p>The Woodend Residents Association opposed the introduction of the Woodend Shuttle on the grounds that</p> <p>patronage would reduce if people were dropped on the footpath in Kaiapoi. Woodenders would prefer to drive their cars to the city and to Rangiora rather than mess around with hourly shuttle connections in cold and wet weather.</p> <p>The argument that the time taken to travel from Rangiora to Kaiapoi through Woodend is longer than travelling to Kaiapoi up Lineside Road is not correct. The Association researched this and presented to the Ecan Board the following result:</p> <p>"TRAVELLING TIMES BETWEEN RANGIORA, WOODEND AND KAIAPOI</p> <p>Travelling up Lineside Road from the bus depot in Rangiora to the corner of Smith and Williams Street, Kaiapoi is a distance of 10.9 km and it took us 11</p>																															
M094	C12C/85515	<p>Hi,</p> <p>My feedback</p> <p>-Support idea of hub/spokes with a hub at Barrington Mall</p> <p>-Perhaps additional benefit combining /Shifting Princess Margaret hub to Barrington?</p> <p>-Although doubt NZTA would support/allow, having a bus stop on the southern motorway above the annex road cycleway/walkway would provide a fast bus route and put many hundreds of local workers within 10minute walk.</p> <p>thanks</p>																															

M095	C12C/85520	<p>PROPOSED CHANGES</p> <p>Route 1 Service and Extended Service Trips</p> <p>To ease a lot of confusion which was/is happening on the 3 Airport service where as some passengers are assuming that all trips go out to the airport, I think that such trips should be separated from the main timetable and have its own timetable. Although such trips would still run under the same route number a letter should accompany it like 3B Airport, 1A Rangiora etc. This would be a lot easier to distinguish between such trips without having to change the actual number of the route, and a lot of people look at the route as opposed to the actual destination. The above method could be universal amongst other routes like the proposed New Brighton to Hornby route (assuming it will be extended on to Rolleston and Burnham) and this route could also extend out to North Shore from Brighton instead of that route being a single suburban route.</p> <p>A short explanation on what the letters relate to on cash tickets would help passengers understand that they are only an extended part of that trip and refer them to the appropriate timetable for more info. Also the letter X could also be used as a universal term for all express trips.</p> <p>SUBURBAN SERVICES</p> <p>Instead of a whole lot of suburban routes why not combine some of the existing routes (with slight modifications) into an east and west (of the core route) zig zag like service that comes into town and goes past places like the hospital, art gallery, 24hr clinic etc. This would still act as a feeder service for the core service with a number of intercept points along the way but take a long time to get into the city. This gives people a choice as to whether they stay on the same bus (ideal for the elderly) or for regular commuters transfer to the core service for a much quicker direct trip into town. Obviously there would need to be a lot of extra time in the timetable as to ensure it runs on time through the intercept points.</p> <p>WAIMAK AREA</p> <p>I'd rather see the Rangiora service travel via the motorway then Ohoka road. As mentioned above re extended trips, the Woodend service could be</p>																																			
M096	C12C/85522	<p>NB: THE COMET</p> <p>I live in Meadow St Papanui and I used to be able to catch the No 10 bus to the airport.</p> <p>No 10 was replaced by the Comet which goes to the Antarctic Centre but not to the actual Airport.</p> <p>It's a drag to carry heavy luggage from the Antarctic Centre to the Airport and it wouldn't take much to add an extra loop to the Comet's route onto the Airport. Folk who live on the Northeast side of the city would have direct access and it would also benefit folk in Hornby.</p> <p>At the moment the two buses that go to the Airport are from Sumner to Avonhead and the City Centre to Fendalton to the Airport. So the Northwest side of the town are well served (ironically in wealthy areas where most folk would use private transport.)</p> <p>There are no direct buses from the Northeast side of the town and it would help immensely just to add this little bit extra to the Comet.</p> <p>Thanking you,</p>																																			
M097	C12C/85524	<p>Dear Sir/Madam</p> <p>Metro review - Proposed changes</p> <p>We wish to respond to the proposed changes affecting Metro bus services Route 12.</p> <p>I work 'home office' based at Northwood and, like many other residents, are regular and frequent passengers on this service. The proposed loss of Route 12 with its Northwood terminus will significantly diminish the value of direct Northwood metro travel to Papanui – with the potential to cause a significant drop in overall Northwood passenger numbers.</p> <p>Much of the value of the current service is the proximity of the terminus central to Northwood, and the ease at which passengers have certainty of bus service availability.</p> <p>Walking distance to and from the service is central to passenger's decisions on whether to use the bus service provided, or not. To take advantage of the higher frequency service proposed on Main North road will add significantly to passengers' return travel time and erode the overall value and convenience of the service entirely. The alternative to travel on Route 17 will again add passenger travel time and without the terminus central to Northwood.</p> <p>I propose that Route 12 be retained, and/or in lieu of with proposed Route 17.</p> <p>Being a strong advocate of Metro Services, as a choice to uneconomic car travel, for some 10 years now I would be happy to speak to this submission in an effort to achieve a 'win-win' for Environment Canterbury and grow passenger numbers.</p> <p>Thank you for the opportunity to provide feedback.</p> <p>Yours sincerely</p>																																			
M098	C12C/85532	<p>Red Bus</p>																																			
M099	C12C/85536	<p>Dear Sir/Madam,</p> <p>I am writing to express my concern about proposed changes to the bus network. I am especially concerned about the proposed cancellation of the direct service from Cashmere Hills across the city and beyond.</p> <p>Proposed changes would mean the cancellation of the current direct routes 12 and 14, with the Hill being served by a single, short triangular loop, terminating at Barrington. Environment Canterbury gives two reasons for the proposed changes: that fewer passengers are now using the buses; and that more people are now working in the suburbs. Neither reason addresses the travel needs of school children and tertiary students travelling to their places of learning across the city. I recommend you give due consideration to these young bus users, whose significant numbers have not declined, and whose travel needs remain constant.</p> <p>Immediately following the February earthquake, when public bus Hill services were suspended, an independent bus service was chartered by Hill families so their children could travel to and from school. There are no secondary schools on Cashmere Hill; the children must travel off the Hill. Among them, they attend more than 15 city schools.</p> <p>The proposed Hill loop route 114, terminating at Barrington, would serve only those pupils attending Cashmere High School. At present, when Cashmere High School pupils have alighted on Cashmere Road, the no. 12 bus is still filled (standing room only most days) with those travelling further to their respective schools and tertiary institutions.</p> <p>My daughter travels across the city to her secondary school. At present, she leaves home at 7.20am, usually arriving (50% of the journeys) at school at 8.10am. The Metro timetable says this bus should be stopping near her school by 7.55am. Sometimes (30% of the journeys), the bus arrives at 8.15am. For 20% of the journeys, the bus stops after 8.20am. This is too late for my daughter to walk from the bus stop and be in class by the time school begins at 8.25am. Taking into account the dedicated bus lanes, these later-than-timetabled arrivals are frustrating, and may be due to traffic flow changes around roadworks. We tolerate these frustrations because once on the bus, she has only to stay on it until she arrives at school. Or, she takes the earlier bus, leaving home at 6.50am, to be certain of being at school in good time. With the proposed network changes, there would be a second bus to connect with, involving extra time for connection and waiting. So, this would mean a total journey time of at least an hour and 10 minutes. Given that this same journey time is less than 30 minutes by car, we do not consider this an example of the "good transport link" claim in your proposed changes. Indeed, many Hill</p>																																			

M105	C12C/88097	<p>To: Environment Canterbury</p> <p>Submission: Draft Regional Public Transport Plan and Waimakariri Bus Network Proposal 2012</p> <p>Date: 8 August 2012</p> <p>From: Rangiora Community Board C/- Waimakariri District Council Private Bag 1005, Rangiora 7440</p> <p>Contact: ## Community Board Advocate</p> <p>The Chairperson does not wish to speak to Council in regard to this submission.</p> <p>The Rangiora Community Board ('the Board') is appreciative of the opportunity to offer comments in relation to the Draft Regional Public Transport Plan and Waimakariri Bus Network 2012 proposals.</p> <p>In light of observations, there are aspects of the proposed routes that are supported by the Board. For instance the Route 1 as proposed, providing connection to multiple city destinations, including removal of route duplication along Papanui Road, and the Route 1 linking the centre, north and south of Rangiora with Christchurch.</p> <p>However, the Board ask that Ecan reconsider some of the proposals bearing in mind the projected growth in the District. The Board notes that proposals affecting the eastern area of the Waimakariri District is not well serviced by a bus service, yet the Draft Regional Public Transport Plan Policy states that services are routed, as appropriate, to provide access to major shopping, education, employment, entertainment, recreational and medical facilities.</p>	
M106 M107	C12C/88108 C12C/91666	<p>Hi i know im a week late with this but thought i would still send this in. iwas overseas for a month and knew nothing about the proposed changes till a driver told me this week. i have been getting the number 20 for nearly 20 years. It gets me to my 2 jobs and home again. I work at the hospital and somerfield school and live in burke street. now i dont know how im going to get around. I will have to walk to sydenham catch a bus to the exchange then one to the hospital. Then to go</p> <p>Edward Wright Environment Canterbury Regional Council PO Box 345 CHRISTCHURCH 8140</p> <p>7 August 2012</p> <p>Dear Edward</p> <p>RE: SPOKE AND HUB TRANSPORT SYSTEM</p> <p>The Spreydon/Heathcote Community Board wishes to advise ECan of the following in relation to the proposed changes to bus routes developing a spoke and hub system:</p> <p>The Board is opposed to the development of an overall spoke and hub bus route system at the present time as it considers it is too soon after the earthquake disruptions to be making such major changes to the bus route system.</p> <p>In particular on 7 August 2012 the Board heard deputations regarding the need to retain bus route 22 for the following reasons:</p> <ul style="list-style-type: none"> • The route runs past a number of Christchurch City Council social housing complexes. • The tenants regularly rely on this route to travel to the inner city to places such as the Workers Education Association, Museum, the Art Gallery and other central city locations. • Residents use the route to travel to their local doctor. 	
M108	C12C/100405	<p>Hello</p> <p>On Friday the 24th of August I received in the mail, as per usual the "Golf Links Residents Association" news letter. I was disgusted that the proposed 132 bus route is planned to travel down Golf Links Road and Joy Street.</p> <p>Both these Streets are narrow and have very sharp turns, both at the give way from golf links road onto Joy Street and from Vardon Crescent onto Joy Street, which is usually wide enough for a single vehicle let alone a bus!</p> <p>Golf links road is crowded with cars parked alongside the kerb all day every day and regularly used by large trucks accessing the palms. These trucks normally course traffic delay and turn Golf links Road into a one lane road. Golf links road and Joy Street could simply not withstand regular use by a bus. It would disrupt bus timetables as there would always be delays. There simply would not be room for safe bus stops plus the cars, pedestrians, trucks and buses. I would not feel safe using bus stops down Golf links Road or Joy Street, nor would I advise anyone else. I would recommend the Orbiter, as it uses larger more appropriate roads, safer bus stops and is far more regular.</p> <p>The next issue that gives me serious doubts as to the proposed 132 bus route is the mere fact Joy Street was chosen. Joy Street has 5 sets of humps, not to mention the two on Golf Links Road. This would be a great discomfort to those using the bus especially elderly and young children. It would be seen as a "joy ride" and a joke by teenagers who would hog the back of the bus in order to gain the greatest effect of the bus driving over these humps. Not only does this deter customers who can use the current bus systems that travel down lake terrace road, such as the 60 and the 45 but seriously effects residents living on Golf Links Road and Joy Street. There houses will be shaking every time a bus drives past let alone for the houses in front of the humps. There will be a constant noise of the buses slowing down and speeding up as they attempt to manoeuvre over 7 sets of humps and tight corners. They will disrupt the flow of traffic and course an increase in accidents.</p> <p>There is a large park on Joy Street which is used year round by large numbers of children, young people and parents. Many local children run across Joy Street on their own to get to the park . Many balls from games of rugby are constantly being kicked on to the road by accident. This park not only provides off street parking which narrows the road between two humps but increases danger for those visiting the park. I cannot help but be concerned for the young lives that are put at considerable risk by this proposed 132 bus route. Although I can understand metro is trying to find new routes or to increase profit it is too high of a price to pay with serve risks of accidents not only to drivers but to the public as a whole.</p>	

