

Number	Trim Number
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and 0438 C12C/83731 and C12C/83737

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0514 C12C/86143

0466 C12C/84150

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0103 C12C/68994

0408 C12C/82543

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0266 C12C/77404

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0061 C12C/68538

0359 C12C/80303

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0531 C12C/86412 AND C12C/86413

0297 C12C/77930

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0011 C12C/66483

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0369 C12C/81308

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0196 Invalid entry, me doing a test run

0206 Missing

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0389

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0456 C12C/84068

0072a C12C/68789

0352a C12C/80310

0534 C12C/86498

0538 C12C/88487

0539 C12C/89195

Daily

Weekly

Monthly

Occasionally

Never

Last night I spoke to my mum who is 76 years old and lives on Percival Street in Rangiora. It was with increasing anger and sadness that I had to listen to her distress as she explained to me about the proposed withdrawal of the bus service that currently runs down Johns Road, Lilybrook, near her home, and how this will affect her life.

Although my mother can walk, it is only with difficulty and for very short stretches of time and she relies on this bus service to be able to get not only into Rangiora township, but also into Christchurch city, as she does not drive. It is no exaggeration to say that if this bus service is stopped, she will be virtually housebound, as this is the only public transport that she is able to walk to. She will not be able to get into Rangiora township to access the other closest bus services that stop there, as she simply is not able to walk that far.

To expect her to rely on the kindness of friends and family to transport her about, or to have to pay exorbitant fees for taxis, when it is her right as a citizen of this country to have access to decent public transport, is completely unacceptable.

Further, in this day and age, when there is increasing focus on the detrimental effects of carbon dioxide emissions, I cannot imagine why the removal of a public transport service is even being considered. If the argument is that it is being underused, surely there is a stronger argument to retain and publicise the service to make more people aware of it and encourage them to use it, in the interests of the environment and the community – particularly, perhaps, considering the current population of Rangiora and state of the town roads there. In addition, taking away a public transport service will vindicate those people whose major reason for not using public transport is that there are insufficient services!

Have other options for the service been considered other than discontinuation? For example, reducing the number of buses on this route each day, or not running buses on Sundays? If not, then should be considered, as its closure will impact

I am generally in favour of the proposed changes. Only concerns are that some of the secondary routes are overly circuitous (120, 115, 114, 132), and that people may not be aware you can transfer at other key points (for example, some people might think you can only transfer where an interchange is designated on the map). To this end, designating minor interchanges may be an option; good examples are Edgeware (the 132 only makes sense if people transfer here to the 28), St Martins, Beckenham, Northwood.

The 17 and 108 start so close to core route 1, which seems odd given the main role of those routes is to connect people to the very same route at Papanui. The 108's dogleg to sawyers Arms Rd seems needless.

Overall, I think this is a good start and a much more effective network. I no longer live in Christchurch, but would like to return if the city can improve on the quality of life it offers. Better PT is a huge part of that, as I have experienced in other cities I have lived in, both big and small.

As a further suggestion, I think there are still many ways access to the PT network can be increased. Secure cycle lock-ups at key interchanges would be well used in Christchurch and bring so many more people closer to the proposed core network. For the proposed route 1 in particular, park and ride in Kaiapoi and Rangiora, perhaps even Belfast, would also improve accessibility on the fast growing fringes. Continued investment in bus priority infrastructure is a must if these changes are to be successful, especially on the core routes. I would like to see more bus signals at busy intersections, for example. The interchanges need to be of a high standard, and I do worry about getting agreement to fund them, or that we end up with a compromised half-baked solution. They need to be safe and comfortable at a minimum, and there should be opportunities to lease space out for newspaper stands or a coffee counter etc.

In addition, improving the experience of public transport can go a long way. The core routes should only have higher capacity buses operating on them and things such as free wi-fi, audio announcements, video displays etc could be looked at for these routes. Looking at double-deck buses on core routes if patronage picks up in future could be an option that not only increases capacity but also adds to the experience.

Hi,
I realise this is late, however I just realised the implications of these changes on the no 90 route. Five + years ago I spoke to an ECAN Planner who basically indicated that contrary to the opinion expressed in the media, that ECAN were not interested in the Waimak Area - unfortunately the proposed changes bear this out yet again.

like the idea of the proposed route, and understand the need for making all the services viable, but why take the new route 1 (and existing services) North up Ashley St. and then back down King Street? Wouldn't it make more sense to do a more circular route of the town? It wouldn't take much longer to come down West Belt, and would get a lot closer to the newer estates on the Western side. I wouldn't mind walking ten minutes to a bus stop, but I can be half way to the city in the car in the time it takes to get to White Street. If you want more people in Rangiora to use the bus, it needs to cover a bit more of the town.

x

If the bus were more convenient, I'd use it more. (We did when in Kaiapoi)

1) Central Station is the best concept, warm place inside to sit, buses enter and exit quickly and will, don't change this, it is great, better than before. 2) Please keep a bus route between Woodend And Rangiora, needed for local people. 3) Start 2 more ring routes, like the Orbiter and the Metro Star, but going SW to NE and SE to NW, covering all areas in a ring. (for drawing)

x

88 Signatures Against the new proposal Woodend Bus services

Earlier bus No 90 6 am Rangiora to City Rex Williams has my letter.

x

Dated June 29th. Shuttle 912 and 913 smaller bus and perhaps 4 in the am and 4 in the pm. My big concern is passengers standing

on trips home in the afternoons. A passenger had an seizure on one trip home.

Have Route 1 run along West Belt, Rangiora

x

Hi, we are living in the new Kippenberger Estate of Kippenberger Av. Rangiora. This new subdivision will grow to about 200 new houses. The new plan does not cater for a bus service from Woodend to Rangiora which means a 20-25 min walk to the nearest bus stop from my house. Has Ecan considered the growth in this area of Rangiora? It will make me use the car more going to work in Chch as travelling time (incl walk) will simply take up too much time. Thank you.

x

I am very pleased to see that you propose to change Rangiora 90 route slightly so it will go full length on Bush St. It will help me a lot, as an elderly person living in Johns Rd, I have to walk right down Bush St to catch a bus. I am hoping a bus stop will be handy. I really enjoy using the bus and the drivers are always very helpful. Thanking you

x

I find it very difficult, as an asthma sufferer to get about as much as I would like and it would be wonderful to have a bus service in Rangiora that ran about around town - a hop on and hop off service.

x

I would like to see our Rangiora to City bus pick up passengers along West Belt or closer to it than what it does now. I think more people would use it if it was more convenient to catch especially the elderly or ones who can't walk to the nearest stop. Changing buses is not convenient for most people.

x

I agree that changes in population and traffic movements following the earthquakes requires a rethink about public transport networks. I support the proposed routes Rangiora to the city and Pegasus-Woodend to the city.

x

I am concerned that there is no link between Woodend and Rangiora other than via Kaiapoi. I think more attention needs to be paid the internal movements of people within the Waimakariri District following the quakes. I would like to see at least a limited service being provided between Kaiapoi-Woodend -

Rangiora at peak times in morning and evening. Changes to demographics within the district are likely to create a need for this - regardless of current usage patterns.

I work at christchurch hospital and would definitely catch the bus more often but I start work at 0645 and on an afterno on shift finish at 2315hours. I would love for the service to Rangiora to be available for longer hours so that i could use t his as my transport. With more people living out this way I am sure this would also be an option for others. many thanks

x

QUITE HAPPY with the change, was confused but ed explained, quite happy to use it on Saturday as well or even Sunday,

x

The world health Organisation has recognised that Public Transport that is efficient and accessible is a good strategy for developing health, connected communities. Public transport provides an affordable environmentally friendly option for people to get about to connect with services and engage in social activities. Public transport has an obligation to service these people. Proposed reduction will leave some of these unfortunates stranded in their own locality. This type of decision displaying a lack of concern for local residents. People have to shop, to go government places, banks, Pak n Save, Warehouse. I suggest a 10 seat minibus between Woodend and Rangiora to run every 30 minutes and to have an early bus from Wooden to Rangiora. With these changes the reliance on Total Mobility will go up a lot. Around Rangiora they don't have any suited taxis so not only would the frequency of subsidised taxi fares go up, but also the fare itself as it will have to come from Chrch. And this is funded. So the money being saved by doing this is shifted to an increase on the Total Mobility scheme. Don't only think about the financial cost but also about the social cost. I understand the bus route seems to have lower averages on passenger numbers, but almost all of us passengers are solely reliant on this bus route. Going to Kaiapoi is NOT an option for my needs, and going through Kaiapoi to get to Rangiora makes it a very long trip instead of the 7 minutes it is now. What a bout a shuttle zigzagging around Rangiora. Put less crossing of roads in the whole network. Plus in summer the passengers number will go up as people from Rangiora will take the bus to Woodend to get the bus to the beach.

x

We are concerned at the impending loss of the Woodend Shuttle which passes our home. We are both in our late 70s and should we have to give up driving we would be stranded without the service

We have a number of patients who rely on a bus service from Woodend to Rangiora. Those taking the bus are usually unable to drive and often quite infirm. A long or complicated travel time is not fair for those people. A direct Woodend/Rangiora route is needed

We were disappointed the proposed change in route for Rangiora never happened. We were hoping there would be a stop closer to West Belt. To travel to Christchurch at present the closest is White Street. Why did it not go ahead and is there any hope for the future?

We'll be using the bus on West Belt more and more because we have stopped driving recently and taking it away would mean we can't go anywhere anymore. There are already 45 houses being constructed and the other other 2 developments with lots of houses, over 100 houses.

When you take the bus route in Rangiora away, or, only service half of Rangiora, you take my mobility away. I have trouble walking to places with my cane. I want to take the bus a few times a month to church to see my son but the nearest bus stop from my house is too far away. Same to go shopping and medical appointment. I can't walk that far because of my disability, from Percival St to bus stop, Johns Rd, Bush Street. I would need a bus loop. I'm 77. What is the reason for leaving out half the town? I can manage how it is now, further than that I am unable to reach. You would make me housebound. *** Plus another feedback form: I have been using the bus service here in Rangiora for over 9 yrs and have found it excellent. I use it locally and far going into Christchurch. I am 77 yrs of age and if the new proposal is implemented, I will not be able to go anywhere - locally or to Christchurch. To get to appointments and shops will be out of the question. The 912 and 913 bus services has been my life line so to speak. Removing these services from this part of Rangiora (Lilybrook region) will be devastating for me, as well as being expected to pay increased levy/subsidy for removal of service. If a "loop bus" was implemented to Ashley Street I would be able to retain my independence and mobility. The bus stops in new proposal are too far away for me to walk to. I do hope you will consider what I have written and maybe put on a smaller bus or loop bus. Another problem with the new proposal is that I want to be able to get to Christchurch to catch the West Coast Shuttle to get to Greymouth. I generally use the bus service 2-3 times a week and usually go to Christchurch 2-4 times a month.

I am writing to ask if the proposed 951 and 952 buses run on a Saturday and possibly Sundays? The pamphlet I recently received didn't specify.

Rangiora is the largest town centre to Waikuku Beach. Without this service this township is cut off from this centre. We rely on this bus service to take our two children to Rangiora for primary school. As rate payers who pay the same \$ as the larger centres, we are not being provided with equitable services.

A bus running from Loburn connecting all the new subdivisions up here would be great, and instead of going through kaiapoi, it would run express from Loburn to the central Station. To fund this there is no need for the 912 and 913 and 92 as these are hardly ever used, this would be a great idea, as the population out at loburn is growing fast. More time needs to be put into the Rangiora bus service as this is by far the most popular, and especially during peak times in the afternoon the buses are overfilled and it is not a comfortable ride, more buses are need at peak times. Please take this into consideration.

x

I am writing to show my support for those who use the bus to get to Rangiora from Woodend. Removing this route would require longer time travelling for passengers, many who are disabled in one way or the other. I do not frequently use the bus now since getting a new car but I was a frequent user in the first two years of living in Woodend. On a low income the one zone fare to Rangiora was a godsend. If there is no way you can avoid cutting out the route between Woodend and Rangiora at least consider retaining the one zone pricing.

x

Cutting the Woodend/Rangiora services will make it impossible for me to use Rangiora Services. I use mostly off peak hours for shopping, doctor, dentist, library and church on Sunday. Occasionally I grocery shop in Kaiapo but where the library is at the moment cannot bus to it. Woodend has an aging population and many more people have moved here in the past 2 years. Rangiora town will suffer even more if this service is cut. A smaller bus to do the present and extended shuttle perhaps a little less frequently should work. We also need a late night shuttle on weekends and some weekdays, other than the recent one from city to Rangiora and Kaiapoi. It needs to cover Woodend as well. With no movie theatre in either town, no one is able to attend a show and travel home. Many people do not like driving at night and prefer to bus, but this is not possible at the moment. **no/ Do however like the extension service around woodend town, it should encourage more people to use service so long as it also goes to Rangiora. I like also that it will go right up to Princes Margaret Hospital.

x

Dear Environment Canterbury. As I have lost my driver's license for medical reasons and I have lived in Woodend for many years and over the years I have seen it grow as well. My feedback. The Health Organisation is recognised in the world, that the efficient and accessible Public Transport as a strategy for developing healthy, connected communities. Public Transport provides and affordable environmentally friendly means for people to get about connect with services and engage in social activities and as most of my activities and social life is in Rangiora this new proposal will disconnect me to most of my things in life that keeps me going. to live life to the full. Instead Public transport proposal reduction will have me stranded in my own locality. My suggestion. Woodend need buses more often than just one hour. it needs to be every 30 minutes like the 90 bus. We are growing fast and you need to think no one is using buses because they run every hour. In off peak times run a 10 seater minibus and on peak times run the big bus, but Pegasus and Waikuku have the 913 and the 92 with a more ofter run with a mini bus. With having to pay driver. Pay him or her. They need to feed and cloth their families. your sincerely.

x

Hi, I am a common bus user who uses metro bus services, and I also know several people who in Woodend wish to use the bus services, but feel they are not as efficient enough to fit everyone's times.

x

However, I propose an idea, which would extend the trip of the number 90 route slightly, but would mean Woodend/Pegasus area residents would have a full day working bus system to meet our needs.

I Propose, that the number 90 go through Woodend, continue its path as normal going through Rangiora, but instead of going down Lineside road, turning left onto South belt, and going through boys road, then turning right onto Rangiora-Woodend Road, then turning down Woodend road, then right down Main North Road, then heading straight to Kaiapoi down through William street, Then continuing the proposed path to Christchurch, you may say this wouldn't work due to the fact that only one side of the road in the Woodend area would have access to busses, this wouldn't be a problem, as morning commuters would head to Christchurch, and even if they wanted to go Rangiora, transfers from Kaiapoi are possible.

I have been using the Woodend shuttle for the 4 years that have lived in Woodend. We would be stuck without it as this is my transport to get to Rangiora with my kids. We wouldn't use the bus to Kaiapoi as we don't have any need to go there. If the shuttle is discontinued then we would no longer go to Rangiora for shopping etc

x

I was very surprised to see that there would be absolutely no service between Woodend and Rangiora. I have four children who will all be going to Rangiora to school and many of their activities are in Rangiora, therefore they do and will most likely want to travel that way instead of Kaiapoi. My oldest at 13 has friends who travel by bus to visit her and she is just becoming comfortable with the idea of travelling alone on the bus to return their visits. Without a bus service she would be forced to rely on me transporting her around and with three other children to drag along this is not an attractive option. A second option would be to travel to Kaiapoi and then transfer to a Rangiora bus, then reverse this to get home again, both trips possibly taking up to an hour (this is based on buses running hourly from Kaiapoi). Her third option is not to see her friends out of school times.

x

I must admit that up to now I have not been a regular bus user because of having four children accompanying me everywhere. But last month I purchased a Metro Card with the intention of giving my oldest more independence and freedom to see her friends when she wants and not relying on me all the time.

It is vital that we keep a bus service from Woodend to Rangiora. We have 1 HC living in Woodend and they work and shop in Rangiora. Lots of people shop in Rangiora and with the growing population in Woodend Pegasus not every one drives or has access to cars. going into Kaiapoi and back out to Rangiora will cost time and money. People will have to give up jobs and using the shops. I thought they wanted people to shop local as a senior citizen it won't be long before I won't be able to drive then what do I do. Please please think again especially if we get trains going from Rangiora to Chch

x

Most of my life I have lived in a town or a city and buses ran every 20 minutes so I always knew if I missed one, another would be close behind. So I always used the buses. If they are not frequent enough people won't use them. At 70 years of age I don't want to stand at a bus stop for hours just in case one is due. So to take the buses off from Woodend is not good enough. We need more buses not NO buses! *** Use/ We can't use buses if they're not here. AND ENTRY THROUGH EMAIL I can't understand the reasoning of cutting off the woodend bus service as you've proposed. For too many folks it's the only way they can reach essential services, maybe if you have a bus that connects the North Canterbury townships and beach areas run regular as the city bus that connects like the orbiter, I used that regularly when I lived in town. Come on give us a service to be proud of I dare you.
your customer

x

NOT HAPPY!!!!

x

I am keen for some of the inner city bus changes these will be very good :)

But am not happy at all with the proposed change that in order for me to get to Rangiora from Woodend i have to go to Kaiapoi then to Rangiora this will turn a five minute journey into a hour long journey i use the 912 or the 913 to get to Rangiora at the moment but you are taking them away i use these buses very often and i am sure there are many people like me in the same situation.

Our disabled daughter can independently travel to Rangiora on the present route the changes appear to mean she will have to travel to kaiapoi wait on the side of the road (not safe) and get another bus and what will the cost be as she is on the invalids benefit only?

x

Rangiora bus service via woodend needs to stay.

x

Saturday morning sport especially requires a means of transport between woodend and Rangiora.

Strongly object to removal of the Woodend - Rangiora direct link services as most of our community needs are based in Rangiora not just Kaiapoi.

x

Strongly object to removal of the Woodend - Rangiora direct link services as most of our community needs are based in Rangiora not just Kaiapoi.

x

Where people travel to and from Rangiora

x

More people are now working in Rangiora and using their local facilities in Rangiora, even before the earthquake on 4th of September.

Ihc, disabled and other people who work in Rangiora, All of them travel on bus to Rangiora and also use the many facilities that are available to them.

Fewer passengers are now using the buses.

Because Environment Canterbury manager did not want to listen in 2010, 2011 and is still arrogant etc in 2012 to listen to the whole of Woodend Community who can not drive.

Because our current services don't meet their needs.

Environment Canterbury don't listen to the needs of the community. Current services on the Woodend Shuttle is alright, This service Dose not need changing, except for the 1:45 pm bus to go to Rangiora needs to be 1:00pm, leaves Kaiapoi through Woodend to Rangiora.

New proposed Routes will bring more passengers.

No it won't bring any new or old passengers on bus to run every 2 to 3 hrs and having to wait in Kaiapoi a very long time and having to travel all through Kaiapoi and Rangiora townships, And when it is only takes 7 minutes to get to Rangiora from Woodend.

Not for this new route to Waikuku and Pegasus, when they need their own shuttle service. Because most people who live in Waikuku, Woodend, Tuahiwi and Pegasus, want to go to their Local Shopping in Rangiora (Lets Shop Local). And will Your latest changes do not offer a direct service to the largest area near to here, being Rangiora. It would be a 12k to Kaiapoi and Rangiora. And 12k back with waiting for a connection. This will now make Woodend a not so desirable place to be. Bearing in mind it will now affect workers, school children and elderly, resulting in four fares instead of two. Bus is a better way than unnecessary short term car trips saving the environment.

x

x

x

: The proposed changes only cover from 7:00am. for peak hours.

x

They need to start at 6:00am.

We need an earlier service than the current departure from Rangiora at 6:20am. The current time is unsuitable for many on the bus as it makes us late for connecting services from the Central Exchange.

The bus, at that hour of the morning is often quite full.

e.g.. I work at Lincoln. If the Rangiora bus arrived 10 minutes earlier then I could catch the 7:08am or 7:13am service to Lincoln. This would mean I can start work at my official time of 8:00am. As it is, I arrive at 8:10 am which makes it difficult to catch suitable connections at the end of the day. Fortunately I can work flexible hours. Many are not so fortunate.

I am surprised that on the map of Kaiapoi, the northern end of Williams st is called Main North Rd?! The 951 bus route that runs down there is inadequate! There are two new subdivisions north of Smith St. The people living there have to wait for peak times or walk for a long time before they reach the closest bus stop. I live on Williams st north of Smith st (my end of Williams st is called Main North Rd according to your map). When I'm not walking with my kids it takes me about 10 minutes to get to the nearest bus stop going to town. That in my opinion is useless.

x

I am also unhappy about the direct route to Rangiora being taken away for Woodend Residents. Especially since the bus shelters you have put up in Kaiapoi can hardly be called "shelters".

I rarely take the bus these days because of how inconvenient your services are.

I Think the proposed changes towards the bus routes are a great opportunity to create a lot more bus users but the route I take daily in order to get to school would be greatly affected. I catch the 90 or 92 every morning from Kaiapoi to get to Catholic Cathedral College and get off at the CPIT bus stop. I know that I would not be the only one affected with the change of the 90/92 route because before and after school when getting on and off the bus at the CPIT a lot of other people catch the bus or get off from there. After school at least 30 Marian College students and I catch the 90 and 92 routes so I believe it would be very illogical and unfair if the route was changed. I understand that people are wanting to go near Princess Margrets Hospital but I think that there is a way that this can still be done and still allows myself and all of the other students to get on/ off the bus at our current bus stops.

x

I use the Lincoln city bus at least 2x a week. Can we PLEASE have 1 per hour service via hornby. I do not drive a car (thank goodness) as having to park in Hornby is a nightmare! 1 service Line - Hornby per day would be GREAT. Previous to THE earthquakes this service was not well patronised but I am sure it would be now. People who device new bus routes should travel on them to see how they work - like departing the Line-City bus at Springs Road dairy and either walking to Hornby or waiting for a connection in the RAIN!

x

I am concerned that some of these proposed new services may mean the closing of some of the services which exist at the moment. Will the new services be run alongside all the existing services ??....or can we expect a massive up-heavel of bus services ..??

x

Although I use the buses about monthly, my husband uses them almost daily.

x x

I recommend that during peak commuting hours Rangiora needs an express bus the City. The #90 buses leaving Rangiora and heading through Kaiapoi are general full during morning and evening commuter times.

I recommend that E-

Can maintain the #92 bus route during commuter hours. I recommend that this service be increased from two services morning and afternoon to three services each weekday morning and afternoon. Many workers and students rely on the #92 morning and afternoon bus services. (Note: The #92 route includes eastern Rangiora, Waikuku, Woodend, northern Kaiapoi)

Currently the #90 and #92 buses generally reach capacity during peak travel times.

During off-peak periods I recommend that the #90 bus be re-routed through Woodend to Kaiapoi. Currently the off-peak #90 bus services rarely reach capacity. Adding 8-13 minutes to the bus route by travelling through Woodend would ensure that residents in northern Kaiapoi and residents in Woodend have access to public transport that connects Waimakariri communities during the day.

I recommend that a periodic needs assessments be conducted to assess the need for a shuttle that runs during off-peak periods between Woodend and Pegasus/Waikuku. When there is demand for this service an appropriately sized shuttle (ie a smaller bus) should be introduced at appropriate intervals. This shuttle would connect with City and Rangiora bound buses.

I think it the case that currently the main demand from Pegasus and Waikuku is for city commuting. Boardings bound for Rangiora are few. This will increase as the Pegasus/Waikuku increases therefore there is a need for regular review.

I recommend that during peak commuting hours Rangiora needs an express bus to the City. The #90 buses leaving Rangiora and heading through Kaiapoi are generally full during morning and evening commuter times.

x

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Currently the #90 and #92 buses generally reach capacity during peak travel times.

During off-peak periods I recommend that the #90 bus be re-routed through Woodend to Kaiapoi. Currently the off-peak #90 bus service rarely reaches capacity. Re-routing this service would ensure that residents in northern Kaiapoi and residents in Woodend have access to public transport that connects Waimakariri communities during the day.

I recommend that a periodic needs assessment be conducted to assess the need for a shuttle that runs during off-peak periods between Woodend and Pegasus/Waikuku. When there is demand for this service an appropriately sized shuttle should be introduced at appropriate intervals. This shuttle would connect with City and Rangiora bound buses every few hours.

The proposal to stop the Kaiapoi – Woodend – Rangiora bus service is a backward step for Waimak communities.

x

I travel on the Woodend shuttle regularly between Pineacres and Rangiora. I know a lot of people who will be disadvantaged if they are unable to travel between Woodend/Pineacres/Pegasus and Rangiora.

People use this bus service to travel between these towns for a variety of reasons including: attending medical appointments, visiting the library and grocery shopping. Some people choose to use public transport. Many don't have a choice.

Efficient and accessible public transport is recognised by the World Health Organisation as a strategy for developing healthy, connected communities. Public transport provides an affordable environmentally friendly means for people to get about, connect with services and engage in social activities.

The Waimakariri population is set to grow. This will result in increased need for alternatives to private transport. With proposed economic growth there will be more need for people to travel between Rangiora and towns to the east.

Looking ahead there will be more need for buses. We should maintain the connections between these communities and promote public transport rather than forcing people into cars or limiting their mobility.

Welcome route 60 being extended to include travel to Halswell.

x

> We support the development of suburban hubs such as the plan for Eastgate Mall. However we would like to see an internalised hub connected to the shopping mall rather than on the outside. Or alternatively better access for people getting to the present bus stops at Eastgate. It appears the distance from entrance of the mall to current pedestrian crossings at the lights deters people with limited mobility as well as the elderly and children from using the safer crossing points. Ideally a direct crossing for pedestrians from the mall entrance to buses would make more sense.

> We welcome the need for a more specific plan for the eastern suburbs as well as for the inner city east community as buses routes in this area are more thoroughfare than servicing this area which has a lot of people who do not have access to cars.

> Consider more covered shelters with seating and more frequent bus stops particularly in the Inner city east.

> We would welcome bus routes that are more accessible in terms of reducing the walking distance and reach into residential areas more rather than only sticking to arterial routes such as what has been developed in the Barrington and Cashmere area.

I don't like that you can't get to Dyers Pass from the city exchange. It's now an extra transfer for anyone who'll go to the city exchange from West or East of the city, and then Dyers pass. It'll take three busses instead of two currently.

x

Replacing 12 and 14 with 114 is a backwards service cutback.

I am supporting this proposal, seems very sound.

x

I disagree with drop off points and pick up points between Belfast and Rangiora are far too limited due not enough flexibility because may lead to passenger request for short cut to their location of their home.

Also there is other concern about No. 95 routes to Pegasus area are importance to tourism attractions should not be limited timetables applied.

I currently catch the 7 from Fitzgerald Ave to Central Station and the 8 to Cavendish Business Park. It takes approx 45mins one way.

x

Due to the Red Zone it takes too long to walk to Central Station at present from my home on Fitzgerald Ave so I catch the #7.

This proposal means

- I will have to catch 3 buses to get to work, rather than 2. (Home to Central Station to Northlands to Casebrook)

-

I will get an unwanted tiki tour around the streets of Casebrook rather than the bus going directly up Cavendish Road. This includes a right hand turn into Sawyers Arms Road and back again. This must add 10 to 15 minutes to that part of the journey.

I acknowledge that the quake has changed much about Christchurch but I oppose the reduction of services thru the city centre. The central station means no-one needs to catch more than 2 buses to get from A to B in Christchurch. Please don't change that basic principle.

Furthermore, when bus routes "zig-zag" through the suburbs it actually discourages commuters from taking the bus.

Central Station with the new library opening next to it, free wifi, coffee cart and closeness to RE:Start is helping the rebuild of the City and rebuild of our community. I'm committed to living in the centre city of Christchurch and I believe this proposal (if it means reduction of services thru Central Station) will be a huge blow to Christchurch.

in general I like the proposed services, however I think the proposed service change to the current 60 service should follow the current 7 hallswell to Queenspark route to give a secondary service from the east to the west

x

My work IRD is going into a new business park in Russely RD - the Airport Business Park, and also going in there is the MSD (ministry of social development) contact centre, amongst other business's. Currently there is one bus, the 84 Russley going here (get off St Bentley St and walk to the end of Fenhall st), However this bus seems to go every half hour. A more regular service, even if in peak hours morning and evening would deff make using the bus a lot easier - I currently would be catching 2 busses - 5 to town or riccarton mall, and then the 84...makes a longggg trip. More regular services of the 84 would deff make this a lot easier. I know there are many bus users from the eastside of town who bus so I know I'm not the only one who would benefit from this!!

x

The proposal is brilliant, particularly the fast buses down the central corridor of the city (Papanui Road/Colombo Street). The hub idea is also a step forward - good for the malls, good for the passengers.

x

Effective execution will convert naysayers quickly. However, this will only happen if the core service is efficient and the waiting places at hubs are attractive (as you already know).

I think the use of the bus lanes down Papanui Road will be critical. They should be available only to buses for all the hours the buses run. This would make it an awesome service that would even attract car drivers to park outside the city and ride in. It is really important that this bus route fall into the Orbiter trap where, at peak times, one gets three buses in a row and then nothing for 30 minutes. That is exceedingly painful and tempts one to give up the bus and go back to the car!

All the best. Keep moving forward.

Hi,

X

I am wanting to comment on the proposed changes to the No. 46 route.

The No.46 currently goes down my street, Kensington Ave, and I notice that in the proposed changes, this service will no longer be provided, and will not be replaced with another service either.

I do not support the proposed changes because of the following reasons:

-

I understand that the needs and working locations of people has changed in Christchurch, however, from looking at the proposed changes, there are large chunks of locations that will no longer be serviced, and my location is one of those. I will now have to walk either 800m or 1200m to the nearest bus stop, which certainly does not make it an effective service for myself and the people who live around me. If this was the case, then using the bus would no longer be an effective way for me to get to work, and I would not use it.

-

I work for CCC, and we are always being told that the Christchurch Bus Service is the best mode of transport for us to use to get to work. How can this be when the buses no longer go into town? How can people be expected and encouraged to use a service which does not actually meet their needs. I know that there are now more people working out of town, but what about the people who are still working in town? How are they meant to get to work? And why are their needs no longer important.

-

How can we be trying to encourage tourists, locals, and Christchurch businesses to return to the central city, when there are no longer bus services which run into the city. It certainly provides a mixed message to the people of Christchurch about encouraging them to come into the city.

I live near the Hills Rd. end of Innes Rd, and use the Marshland bus (46) often. If I was going to the medical centers and hospital on Bealey Ave, or to the public hospital I would now have to change buses at Edgeware and it only comes every hour. It is much more inconvenient and would take me much longer.

x

I support this new plan in regards to the effects it will have for the Western suburbs with less waiting, confusion and so on. However, I am sceptical of the way the Eastern suburbs, which by comparison are worse off and generally poorer, seem to have missed out. There doesn't seem to be much thought on what this new plan will mean for the poorer families/people, in these areas, who would rely more on the bus services as a cheaper way to travel.

x

I would like to have a bus close by to my home to get to work or even that connects to a bus going to where I work.

X

I use the 46 daily into my course.
It stops right outside my class.
and with the proposed new changes
it won't do that, I will have to catch two buses
to get there.
I really hope it doesn't change.
When are these changes taking place??

x

The connection has to work, be on time or wait from the 132 to the 60 indoors. Both on gold card
As a central city resident who works out at Sheffield Crescent, I currently bus daily due to the ease of catching a single bus from the Central Exchange.
Both the 20 or 9 routes cover this, however with the proposed changes, no buses would directly service this.
The prospect of now having to catch multiple buses to get to and from work is not appealing and makes commuting to work by bus impractical. (driving to work becomes the more practical option)

x

x

Given that Sheffield Crescent is now where a large number of firms have relocated, it seems unreasonable that city residents will be left without a service to and from there.
My hope would be that modifications can be made to the proposed changes to incorporate a link between the city and Sheffield Crescent.

Thank you for taking the time to consider my feedback

Changing the 46 bus to a Shirley-Northlands route seems somewhat pointless since we already have the Orbiter going to Northlands & this leaves Shirley residents with their only option of travelling into central city being to walk to either Shirley or Marshlands road to get on the bus.
There's a danger of allowing the central city to stagnate if moves such as this go ahead

x

Disappointing to see the 46 run looking at being discontinued -

x

I use this service frequently although I can use the 45 as well. However on behalf of my mother and her neighbours, who are in the Emmett St area, the discontinuation of this service means they have no service nearby to enable them to get to town, and to the hospital - they would have to take 2 busses to be able to do this.

I like the new 131/132/133 idea however would it not be better to have this as one big run instead of 3 different busses?

Does the 46 still go into the city?

x

As the map shows the 46 appears(?) to stop at Edgeware Rd and is completely replaced by the new 131,132,133 routes.

As I use the 46 to travel to work in the central city, it appears I would have to change buses, or travel a considerable distance to find a bus heading to the central city.

The description seems to mean I would have to change buses to connect with another service going into the city at a suburban location which is not attractive in such a relatively short journey time, and likely to add 30-

40 minutes per day in travel time waiting for suburban services (already on less frequent times) or travelling across the city to connect with a more frequent service, which would also extend my travelling time.

Increased travel time = to my walk time I may as well walk, good for me but bad for metro usage.

Hello. While I understand that things are tough, and due to the earthquake things have moved, I fully support the current services as they are terminating in the city centre. It makes things so much easier with transfers. For example, if I was to bus to my parents' house in Bishopdale, I would bus to town, then take the 9 out to their place. With the new system, I'd bus into town, then take a bus to Northlands, then wait for a link service to take me to theirs. It defies logic. You will be wasting a lot of people's time and I think patronage will drop further due to this.

x

What about the rebuild of the city centre? You'd think you would want to get people back into the city as part of supporting the rebuild as well as the new library next to the exchange. Also, we have the Orbiter, Comet and Metrostar servicing across the city currently. Why fix what ain't broke?

And if you're going to get rid of the 46, sort out the 45's timetable especially in the morning. The 7:06 and 7:36 Bealey Ave 46 has so much more on the 45's 6:53 and 7:23, plus gets me to work on time whatever my hours. Those buses are always crowded as well. If you simply must get rid of the 46 I suggest making the 45 every 15 minutes.

I support extending the 28 and the 60. Cranford St has a lot of new businesses there now and only one route servicing it which you propose to get rid of (but will be replaced with something more high frequency). I also support the Waimak services however as I don't live out there I have no idea what the current timetables are but this seems to be an improvement.

Generally though I am against this proposal, it seems counteractive to waste your customers' time by taking away 14 city services to replace them with local poppycock.

I am an 82 year old woman who has been regularly using the bus service to travel between the malls and to visit friends. In August I will be moving into a new house in Redwood and was very disappointed to learn that the Redwood to Spreydon (No 22) bus service is discontinuing. This will make it very difficult for me to travel to Northlands Mall, as I don't feel confident to drive my car to busy shopping malls. I hope you will reconsider the move to discontinue a number of bus services. Because I often go to the Palms mall as well, I would support a Redwood to Shirley bus service as well.

x

** 3x weekly / use/ what are the proposed new services?

I am very concerned to learn of the proposed changes to the No 14 bus route. My son attends Thorrington South intermediate. The existing route caters to our present needs for public transport. However, the proposed changes, the bus will travel to Lyttelton (via route 28) will severely compromise our current travel arrangements. x

I catch the 46 bus to and from work daily in Westminster St. It is very convenient and a short trip into the bus exchange which I work beside. I have always relied upon buses to travel to work and have appreciated the service. When we choose a rental property, near a bus stop was a primary consideration, after we lost our home in Heathcote Valley in the Feb quake. I really enjoyed the trip on the 28 into the exchange. I love the new bus exchange, it works really well and is very efficient and buses run on time, drivers wonderful. I do not want the service to alter, it would be most inconvenient for people working in the central city, and aren't we supposed to be supporting growth here. I work at the Pezel building, where a new library is opening next week. Change of the service would cause other problems for those using buses to get there. x

I live in Durnham Street near Bealey Av and just hope a bus will go down there on the way to the Bus station, otherwise, I will just walk around to Colombo street, not too much of a problem as it is only 5 minutes away. I am impressed with the friendliness of 99% of the drivers at present and how helpful they are. So is the staff on the telephones for Metro info x

I am not pleased about the change to the number 8 bus route as this is the one that gets me to and from work. If the proposed changes go ahead I will need to take two buses instead of the one I catch now and the second bus will now take a more circuitous route adding even more to my travel time in the morning.

I also think it's nothing short of insanity to have a route that forces a bus to join Sawyers Arms Road for a short but crazily busy stretch of road. It is notoriously difficult to get onto Sawyers Arms Road during peak times. My suggestion would be for the route to follow Veitches Rd as far as Kimberly St and have it join Highsted via Glenmore Ave.

Being a city resident, I'm not thrilled with the idea of fewer buses running through town. I can see why but we've all managed for this long without major route changes. It seems weird to me that you'd cut back on the number of buses going via the city just when things are starting to pick up again in that area. How long will we have to wait to get them back? At what point do you decide that the city is a hub again? And how long after that until routes change? 18 months? I can't help but think that this will hamper the efforts of the businesses that are struggling to stay in business in the central city.

Also I feel the consultation document is not the easiest to follow. It should clearly state "this route replaces route #". It took me ages to figure out that route 46 was being replaced by route 133 because my journey on this route only takes place within the four avenues.

I was looking to increase bus usage in to the central city as the CBD gradually opens up. Till now my infrequent visits have been mainly by car, but as the cost of private motoring and parking increases, plus the lack of convenient parking in the city now, along with my increasing years, I was looking to enjoy more frequent excursions into the central city by bus.

x

I also have a desire to see the central city becoming a vibrant, alive, busy place, and this can only happen if people return to support the businesses that will reopen there. But you have made this extremely difficult, undesirable and unlikely with your proposed changes to the bus service from my suburb. I can see that I will continue to travel by car, and therefore my trips in to the CBD will become even more infrequent than they have in the past. But I guess a vibrant inner city is not within your brief.

You seem to be blinkered into providing an improved service mainly for work commuters, and the future viability of the central city doesn't seem to be one of your concerns. And many of these work situations are temporary, with a large number of organisations indicating they want to return to the central city as soon as they can!

A trip to 'town' that would take me about 20 minutes maximum currently will become a trip of 45-60 minutes at best. Your proposal to take me to Northlands is absurd. The proposed bus route for my route takes me from within 10 minutes of the city centre (to the very corner of Barbadoes St/Edgeware Rd) then on a long winding route out through St Albans and Papanui to end at NORTHLANDS SHOPPING CENTRE!!! This is absurdity at its very best! Plus I cannot imagine that your planners have ever tried to drive around that Northlands area at ANY time of the day. It is virtually traffic deadlock most of the day. Adding all this extra bus traffic is just silly. Main North Road is congested enough now without adding bus stops either side of this road.

1. I ask you to look again at the Marshland route, as it just doesn't make sense to take bus commuters half way across town to a hub at Northlands when the route into the city is so direct from the Palms/Shirley/Mairehau area at present.

2. I ask you to consider the effect of these proposed changes on the CBD rebuild, where it is essential that we make it quick and easy for residents to get in to the central city, to aid in its rebuild and revitalisation.

Langdon's Road, Papanui has a crowd of pedestrians every morning. School children, council workers, shoppers, etc.

x

Sawyers Arms and Harewood have bus routes. When will it get a bus service?

More frequency of service would be beneficial after "business hours" as not everyone works 9 - 5pm

x

My daughter rides the 46 to Marian College on Barbadoes St every morning. This bus is a service which is ideal for many Marian students and the bus is full every morning. While I appreciate it may be not busy throughout the day perhaps you could consider retaining this service first thing in the mornings. While the next closest bus is the number 7, this is more difficult to get to and I am concerned that with most of the over 400 students at this displaced school coming from this area making the trip into Barbadoes St every morning that the 7 will not have the capacity to accommodate all these students at the same time to ensure they are at school on time.

x

Should the number 46 discontinue it is unlikely that my daughter and her sister will be strating at Marian and 2 of her friends will continue to bus as it will be easier and also much cheaper to take them to school in the car, something I would prefer not to do.

Need a more frequent service down Cranford St and an earlier connection to Barrington so I get to work at 7.55 but I'm either 20 minutes late or 20 minutes early. I rely on the bus service due to a medical condition and it's embarrassing being late for work!

x

No comment

x

Please continue the #46 bus which travels down Flockton St to the Central City. I use this bus to travel to work in the central city every day. If I walk further and use the #45 I will be late for work every day as it doesn't arrive at the bus exchange until 5 or 10 mins past the hour - most people need to get to work by 8 or 9am.

x

The proposed #132 route is not useful as it takes a very circuitous route to travel between Northlands and The Palms - these destinations are already better served by the Orbiter and Metrostar which are far quicker.

I live on Flockton St and every time a bus passes it causes my house to shake quite violently -

like an earthquake. Naturally this is very unsettling. Please don't have buses travelling down Flockton St unless they are really useful.

The proposed changes mean less buses travelling to the Central City. As we try to rebuild the City over the coming years I think public transport needs to be in place to support the rebuild -

not to take transport away from the city in favour of the suburbs. Were you aware that a new public library has just opened next door to the Central Bus Exchange? This combined with Ballantynes and the Re-

Start Mall is bringing more people into the central city. I think it would be short-sighted to divert public transport away from the city centre at this time.

Recently you have reduced the times of some of the services in operation. Your reason for this was due to lower patronage, In my view and in reality reduction of services will lead to even lower patronage.

x

We depend on the buses but when the times are reduced we look into other forms of transport such as buying a car.

The proposed services need to run later... I hope with the removal of the 46 that the 45 is going to be doing a later last run.

All the buses should finish no earlier than 10pm... why would I travel the bus if I cannot get home again.

some of the drivers ARE EXCELENT some ARE NOT. What bugs me is when they take off before people are seated.

x

Mainly elderly, like me

Some of the proposed new services directly linking suburbs would be very useful but if the new network on the leaflet is implemented it would mean that the Central Station is largely sideline. Therefore will be to the depriment of those of us who regularly travel through the CS going from north to south or vice versa, or west to east or vice versa. Personally, I regularly use the bus service to travel from easter St Albans to Lincoln and back, ie to and from work. Since no mention is made of No. 81, ie to Lincoln, I presume that this will be unchanged. But I see that No 46 is going to be axed (I get on in Barbadoes Street) but No. 45 will remain. Both go down Barbadoes Str, but the No 45 is inconvenient because of the long wait in the morning for 81 and coming off 81 in the evening. So if 46 is to go, please increase the frequency of 45. Sometimes I get No 14 from CS to Edgeware Village but this service is also getting the chop.

x

While I understand that these new services are designed to meet the latest needs of passengers throughout the Christchurch region, it offers a more inconvenient service to those wanting to use it. x

Offering half-

hourly services where previously the service was running every 15 minutes is one way to cause significant inconvenience to those areas who do not receive any other services near their homes. In some cases, the proposed routes mean that some people will have to catch three buses to get to their destination. Again, this will not encourage increased passenger usage.

As a disabled person, I am totally reliant on all bus services throughout this city and would appreciate it if we were also considered in your proposal. These services would also affect our elderly passengers and caregivers with young children.

It is not just the workers who need to be seen as viable passengers, but the rest of the passengers of this city.

I would also urge that these services are reviewed on an annual basis as the needs of our passengers change due to the movement of the population going from one end of the city as their damaged homes are removed. It would also be appreciated if disability groups could be considered in any review process that is undertaken in the foreseeable future. If these services are going to increase people's travel time, then it would be a great idea to increase the transfer time from two hours' to four hours'. This would be appreciated by those, especially on low incomes, and is one way to increase patronage of your services.

I work at Countdown Northwood and there are currently no buses which get from the city centre to Northwood or nearby before 7am, which is when a typical shift begins, or which leave Northwood for the city centre after 10pm on a Sunday which is when a closing shift ends. This affects everybody who works in the Northwood/Supacentra/Belfast area. I would really like to see this issue addressed in the proposed changes, and I would especially like a bus which goes down Cranford Street like the old 16 to Belfast used to, which would mean not having to walk down to Papanui Road and significantly decrease commuting time. x

Looks pretty much the same for me, good for me x

Route 18 clare road/Springfield road stop is where I get on x

: Hi,

x

In my opinion some of the proposed changes to the bus services are welcomed (introduction of bus1) some other changes to the services not so much -

like changing services on line 9. I have used this service for 4 years to get to top end of Wairakei road-Sheffield crescent! Every morning on the bus are the same people -

8 to 12 of them, who use the same service daily coming from town to Sheffield crescent. changing this service will make going to work lot longer and inconvenient and will push more people into the cars. It takes around 15 min. to get to work at the moment -

your suggested plan will elongate this journey to an hour (1 hour to cover 6 km)! I suppose I'll start looking for a car now!

As you can see below, I currently have access to 4 bus routes on Papanui Rd. Under the proposed changes this would reduce to just one service. The information states this would be a 10-15 minute service in peak times. This is a marked degradation of what I already have.

x

Also, Ecan is well behind the game plan. The central city recovery plan has been released and this will have a major impact on the need for public transport services to be provided back again to the CBD.

Public transport is my only means of daily work travel and I am not at all impressed by your proposed changes.

Excited about the proposed change to the #28 route! I get this bus everyday into the exchange, and get another to St Albans. The prospect of a single bus trip thrills me no end! Does this mean I will be able to get a bus TO work as well? I start work at 7am, and currently I can't get a bus into town to connect with the 6:20 am to Lyttelton/Rapaki.

x

Hello good to hear that the number 14 bus which I see will be a no 28 will be running more frequently but only at peak times. I would like to know if the buses will be starting earlier in the mornings eg 6am as 7.11 am bus from Bealey Ave is not early enough. I would also like to see more frequent no 14 bus in the weekends and late nights than once an hour. A difficult one for those that work late night or shop at Northlands and have 1 bus to get home!

I also miss the very good service of the no 16 . There is such a lack of buses down Colombo Cranford St now .Lots of people catch buses on Cranford St and changing buses to get to Northwood would cost an extra fare as one would be over 2 hours by the time they cross the road and wait for another bus. It was such a quick straight run to Belfast before now it takes ages! Also the difficulty of taking someone in a wheelchair and having to change buses just to go to Northwood. (I have found the drivers are very good and helpful but the whole job of pushing a wheelchair on and off and crossing the road and waiting around is another matter!)Surely you could run more buses on Cranford St it would be faster than Papanui Rd.

I would also like to suggest you could put on extra school buses in the mornings as not much room for the rest of us! eg no 22 and Metrostar are really still overloaded during school terms. ** plus extra feedback/

I have all ready sent in a feedback form re bus no 16 but I forgot to mention another point which is the difficulty of having to change buses to get to the hospital. I really would like to see this bus back we need more buses up Colombo/Cranford St not just the 28 to Northlands but back up to Belfast. I found it very useful when after the earthquake the no 16 stopped outside the hospital. It was good only having to catch one bus.

After talking to several elderly people in the Redwood/Northwood area that are upset that they are going to lose their direct bus to the hospital why not bring back the no 16 from Belfast via Cranford/Colombo to the hospital what a great service that would be. I find it difficult having to catch 2 buses. There are plenty of buses on Papanui Rd we need more over this side of town.

I also explained in my last email the difficulty of taking someone out in a wheelchair and having to cross the road and change buses (even though the drivers are very helpful) is really made things too hard.

I am writing to oppose the proposed changes to the current no. 9 bus route and strongly disagree with the suggested replacement bus routes as I will no longer be able to get to work from Merivale/St.Albans to Sheffield Crescent via Wairakei Rd and would have to take several buses thus increasing my travel time to and from work. As the buses do not usually run to the timetable anyway and the bus drivers often do not always stop when signalled I can not afford to take the added risk of arriving late to work because I have to change buses several times. I am perfectly satisfied with the current no. 9 bus route service and do not wish for any changes to be made. Given that the council is encouraging people to use public transport, the new restricted proposed changes will result in a loss of people using public transport and instead more routes should be added to and not removed from their current services. ** + comment of feedback that came in through General Feedback-- I wish to comment on the proposed route changes to bus route no. 9 (Wairakei). I am not happy with the proposed alternative bus routes as I will no longer be able to commute to work from St. Albans/Merivale to Sheffield Crescent via Wairakei Road and it would mean having to change buses several times. I strongly disagree with the new proposal and want to keep the existing bus route no. 9 service.

x

I have been using the #18 service for several years. The service is great with many people using it to commute to and from work everyday as well as school students. The removal of this service and its replacement with the proposed #132 is a waste of time and you might as well remove it all together. The proposed time table for the #132 is ridiculous, one every hour and takes you nowhere unless you want to go shopping to Northlands or the Palms !! If I was to continue using public transport into the city I would need to catch the #132 to Edgware and then wait for who knows how long for the #28 service into the city and again the same exercise to come back home in the afternoon. The whole trip will probably take as long or longer than half an hour, this in comparison with 10 minutes which is how long takes now. What is the point of running a bus service form The Palms to Northlands? What are all the people getting on the bus at Mays Rd, Ruttland St and Springfield Rd are going to do now? There are a number of passengers catching the #18 service south of Edgware Rd, what are these people going to do? By introducing this change to the current #18 route the only thing ECAN will achieve is forcing people to drive into the city. I know I will have to. The #18 has provided a great service for all people living between Cranford St and Papanui Rd, over the years, please don't prevent us from having reliable public transport in our neighbourhood.

x

I live in St Albans/ Edgeware... Very pleased about No 28 to run along Cranford in regular 15 min runs. Good alternative route 132 to Northlands Mall. --> Will the Metrobus continue? I move to Sockburn in November so hopefully those connections of No 83 will continue as I have to catch the first bus to arrive in the hospital at 06.30!

x

I don't see why the present network has to be changed as the present network is really good.

x

Are you sure the reason people don't use the bus network is that buses don't go where people want to go; or have Christchurch residents adopted a "car culture".

Perhaps instead of making wholesale changes to the bus network (which will confuse, and possibly alienate, existing bus patrons) you should ask people who use specific bus services whether their needs are met and ask for possible improvements and changes to the service.

I often get the 18 home if I miss the 14 but this won't work with the proposal. One of the current problems is timetables. The 14 leaves the bus exchange at 4.57 so to get that one I need to leave work before 5. Same for those who work to 5.30 and the bus leaves at 5.27 and next one is 5.57 it is quite a long wait.

x

I think the concept of the proposal is good on paper but surely the bread and butter commuters on the sub routes will be disadvantaged. I know several people who get the 18 that would now need to change at Edgeware road but it is hardly worthwhile them getting on the bus so if they miss their connection to Edgeware will take the car instead.

Like the idea of the Cranford bus being more frequent as over the years this route has been hammered by changes.

My elderly mother will now be able to get to Northlands a lot easier than when it changed last time to Sawyers Arms Road (with no consultation) she had to walk nearly a km to get to the library and the other end of the mall.

I'd like to see more routes terminate at the airport, especially the St Albans one. ** + more feedback/ This is my second feedback. In addition to my earlier comments I'm concerned that you seem to be planning for a commuter service, not a public service. I suggest that in addition to your proposals you establish two orbiter services, an inner ring and an outer ring.

x

Inform us always when new changes are coming around. Also inform us regarding if there are any changes in the bus fares and timetables

x

It is very difficult to travel between the St Albans, Merivale, Papanui, Bealey Ave area to Riccarton or the west of the city. The proposed changes don't fix this. x

Overall some great ideas. My concerns are that there are no direct routes into town for people in Durnham street between Edgeware Rd and will have no buses. No connection Edgeware, Springfield Rd and town. Also a connection missing from Gardiners Rd/ Sawyers Arms Rd and Harewood. Another concern is about the decrease in Frequency on some runs. I use various routes x

Proposed bus routes will be worse, not better and less frequent. Current services to and from Lichfield Street Exchange much more satisfactory. They work very well, and will attract increased patronage as the rebuild of the City gets underway. x

Replacing the 4 buses to Papanui with a single high frequency service is an improvement. The cross town new services is a good innovation. Looks to be all positive. The other comment is the Orbiter, there appears to be some problems during busy times. With longer then normal delays then 2/3 buses all arriving at the same time or only a matters of a min or two apart. x

Some concerns/ Thoughts. - Loss of through routers - North/South - 10 already removed - loss of various through routes e.g. 11, 8/22 - e.g. in case of 11, any interrupted route at a suburban point, much less satisfactory - a return journey becomes four buses instead of 2. For what may be a cmnparably short journey. - High frequency Papanui Rd Service could at busy times be a fill bus at inner points e.g. Merivale and not stop. - Unclear whether Metrostar route continues tru via Merivale. -Location at hubs - if existing stops are to be used initially e.g. bus stops opposite Northlands Mall - the shelters there are windy and others no shade. - pedestrian access from the Northlands Mall side is across a high density traffic road. - with traffic lights crossing some distance away - 80 pedestrian accross considerably slower from the mall side.. - security at suburban hubs. ** often/ weekly, post EQ use much less then previously. Use/ less and same i.e. No, none may what is available now + expect to use what is available. x

Very disappointed that you will only have those bus services. How will people in other suburbs get to work and shopping? I live in Andover street - it looks like you will have nothing going along Carlton mill as the 9 and 15 are being made from Sheffield cres and not this way. There are no buses going through town to Papanui road. How do people get to linwood/easgate? Again no buses? The airport? not buses! Very disappointing and unrealistic. How to get to northlands from Merivale? Your researchers/developers have no idea. Badly done -you will have no users at this rate x

We are within the Heaton Intermediate School zone. We had planned to have our daughter travel to Intermediate School by bus. From the proposed route changes, it appears that this will no longer be possible. We are quite some distance from the school and I suspect our only other option will be to drop her off by car each day. This isn't a great option so it would be marvellous if the route along Edgeware and St Albans roads to Merivale could be continued please.

x

Can not get to our usual shopping Centre (The Colombo in Sydenham) by Bus if the proposed changes go ahead.
Or to the Countdown supermarket on Colombo Street in Beckenham
Also since the Earthquake have not been able to get to the Airport by Bus. This was a good service from Takahē direct to the Airport.

x

Hello. Our daughters bus from Cashmere to/from Rangī Ruru School. We SUPPORT the new/proposed #17 Service as this will provide our children a much better service between their home and school than what is the case now. Thank-you

x

I am very concerned with the changes you are proposing to make regarding the number 15 Bus. If this service changes to the 115 our children have no way of getting across town easily every day to their school - Rangī Ruru in Merivale. One option would be for the number 17 to loop around to Centaurus road and through Beckenham to help this group who aren't being served by the changes? This is quite unbelievable that children attending schools on that side of town have not been considered. The bus stops are full of these kids in the mornings and to take away this service simply makes life harder for everyone. These kids do longer days finishing at 3.30pm so if they are going to have to change buses several times they will not be home until very late, (as it is they arrive home at 4.30pm with the current service). My children also use this service in the weekend to see friends etc. Why would you take away a service that is so valuable to the residents of this area, it is widely used and appreciated and I strongly ask that this decision is reconsidered!! No wonder there is an exodus from this city, this kind of action makes it even harder to live here.

x

I don't agree with the proposed changes. I think that the 12 should stay where it is going up the hill from town! without it, it's hard to get home! please leave the number 12 bus coming to cashmere!!

x

I really don't like the changes of the number 12 and 14 bus. A lot of students use those buses everyday to get into town so they can catch another bus to go to their selected school. It just complicates things for a lot of people and I do not support the proposed changes.

x

I think the proposed changes are very inconvenient and will not encourage the more people to use the bus service. If anything it will discourage people to use it. The system now requires more transfers to get around the city and at less frequent times (meaning people will find other means of travel) and limits where you can go on the bus. If the bus only came once an hour I could walk to the location in that time. Also fewer buses will mean they become more crowded and less reliable. x

I will be less likely to use the bus service with these changes because I will now need 2 buses to get to the central city rather than one (or to walk 10-15 mins further). I usually use the bus to go out at night to a restaurant etc so as not to have to take the car. x

I am amazed the Huntsbury bus is being re routed away from CPIT. This is a well patronised destination on this route. Also note other routes, including Rangiora will not go near the CPIT. x

Love the new no 18 replacement, it takes my kids to both their schools direct, without waiting at the exchange. Fantastic!! x

Orbiter, I would like it to go down Wilson Rd to the end, to shorten my 20min walk. centourus Rd is the link. We need a shelter and a seat for our elderly, standing in the rain waiting puts users off buses. It would be very useful to get the gold card hours extended so we can take advantage of the peak hours and make good use of a bus that is running anyway. ** I am an elderly lady herself x

Please do not change the 14 and the 12! Changing the routes will cut people living on the port hills off from the rest of the city. My whole family use these buses all the time. x

1) The proposed changes are not supported. x

2) I will now be using my car to access the city

3) over the last few years our route has been changed so the terminus is moved. Now have to wait in the cold, no shelter.

4) Although 10 minutes from town the convoluted route takes best part of half hour. This will be longer if have to change buses.

5) Route no longer gives me access to Beckenham Library en route to city.

6) Returning to hourly schedule and change of buses mean can not arrive at voluntary work in a timely way. Either late or an hour early depending on connections.

7) Changes are too suit money saving requirements and have lost sight of customer service.

1. Meeting - the access needs of the disadvantaged. - elderly, school kids, disabilities, - from PMH to sign of Takahe takes an average of 45 mins of continuous hill climb to an elevation of feet. This is slow, difficult and decreases the accessibility and use of services with no core service after 8 pm weekdays and 7pm Saturday and 5pm Sunday. 2. Therefore down on effectiveness of ease of use, limits changing needs - the summertime daylight hours increase bus patronage.3. No consideration given for vibrancy and vitality of Porthills - night time entertainment - shopping, movies etc and connection to new services across town. Worse than the earthquakes isolation. 4. No means of connection links to other services that had gained popularity - the governors Bay service linked to sign takahe and orbiter - connecting and integrating transport networks increasing public transport usage and core services went till late 11.30pm. 5. Core services - No 12 (using Biodiesel fuel) increased: economic sustainability and affordability for public transport and is just beginning to increase patronage, connecting across town in one continuous route improving time efficiency; easy usage, and responding to accessibility with its core service ending at the sign of takahe and beginning from here. 6. Shiftworkers, children and adults with bikes using bike racks are disadvantaged with no link or core service from such an early cut off at 8pm weekdays 7pm Sat, 5 pm Sun. 7. Decreased public health and safety asking bus users to walk up and down cashmere hill to connect to a core service that ends at 11.30pm but has no links to the hill. A backward and ridiculous plan. 8. Continuing the No 12 till 11.30pm or 1 hourly link service up the hill would be viable and sensible. 9. Tourists enjoy Christchurch City round Victoria Park and sign of Takahe lookout at night - no link service after 7pm and 5pm Sun. ** support/ some

x

1. While the express, frequent service from PMH to Papanui may seem to be a more-frequent service, its downfall is the frequency and duration of the connecting services. Having to catch two or three buses, with all the consequent delays, cannot be superior to catching one service.

2. If you are to attract more patrons, you must maintain or improve existing services, not reduce them

3. My observations of the number of vehicles that park in the bus lanes, with no apparent enforcement of the rules, nor any reporting by the bus drivers, suggests that your plan to have a fast service along Colombo St is unlikely to succeed. These lanes need to be patrolled continuously.

4. My suggestion is that you provide new services to serve the relocated population, and maintain the existing. As more people move back into the CBD, it is important to maintain services

x

As a regular Orbiter passenger I am pleased that no curtailment is proposed for this service, which I find exceedingly helpful for many of my needs. (and the great majority of drivers are very courteous and considerable) The size of the map (change is coming) makes it difficult for me to properly judge to street names of suggested routes to me. However, the idea of suburban "hubs" has a deal of merit, despite necessitating change from one bus to another. I really really really do appreciate the present Central Station and it is infinitely more convenient in every way than the 'Crossing" at Colombo/Cashel, which was a disaster from start to finish.

x

As a retiree, the bus transport system is vital to me, I can get from Opawa road #28 at 09.30 and be at Westfield by 10.15am. I had a complain ? I would like to see the #28 every 15 minutes from 09.00 to 10.30. Keep up the good work. You are doing a damn good job under very trying times. Many thanks

x

As a high school pupil living in Cashmere I know the reduction in services to the city and Cashmere would mean it would take longer to get to and from school, as using the 114 would require waiting for a connecting bus. It would be much more likely that one of my parents would need to take me to school by car. The point having having these buses as public transport is to reduce the amount of cars and congestion on the road and changing this bus route is going to force many people to also travel by car.

x

I think that the existing bus service should stay. But if a no. 1 bus is introduced then it should continue up the hill to the Sign of the Takahe instead of stopping at Princess Margaret hospital.

Cashmere Primary pupils may be adversely affected by the proposed Metro bus route changes. Presently both no 12 and no 14 routes have stops near to the school, and both allow children to board at school and travel into Colombo Street and the city without changing buses.

The proposed changes will see a service commencing and terminating at Princess Margaret hospital, with a new "feeder loop" from Barrington Mall along Barrington Street, around Hackthorne and Dyers Pass Roads up to the Takahe and back past PMH. This offers, apparently, connecting points at PMH, Barrington Street/Cashmere Road roundabout, and near the Dyers/Colombo roundabout, but all require a change of bus and potential waiting at stops.

Cashmere Primary has a zone, and that perhaps no children travel to the school by bus from the areas at the bottom of the hill, but felt I should draw your attention to the possibility of young children being required to change buses and wait in all weathers.

I await your reply

Thank you

Principal

Cashmere Primary School

Dear bus people, I love the buses, and you all do a wonderful job. I am concerned that on the new proposed plan my bus No 17 (was 18) Huntsbury will turn along Wordsworth St instead of Moorhouse Ave. It would no longer go near Pak n Save and Countdown or near any supermarket. (neither would No. 28 Opawa Lyttelton) Thank you for your attention.

x

The buses are fine as they are, there should be no more changes. These changes now effect all school children that take the buses in the morning and after school, as instead of just taking one bus, they now will have to take two or three.

x

Hi, I seek a direct route to the city. Although currently I am using the bus occasionally I have at times and anticipate I would use it daily. A transfer at Barrington or along the way totally puts me off! I would probably never now use the bus.

x

Hourly neighbourhood services are of no use to most of the population. They are of no value for getting to/from work or school which should be a key market for the public transport system. There is no value in a high frequency arterial route if it takes forever to get to/from it!

x

The proposed change to the #15 route (to become 115) leaves Murray Aynsley/Opawa without any effective bus service. The same applies to many other outer suburbs.

The current wheel & spoke system is easily understood and means a maximum of 2 buses to get to/from almost anywhere. Under the proposed scheme 3 buses would be a normal requirement.

If additional cross city options are required then build new routes similar to the highly successful Orbiter. If there were 2 or 3 ring routes at various distances from the city centre supplemented the spokes then all options are well met and easily understood.

How can anyone dream up this nonsense? A case in point is the Murray Aynsley service. The present 30 minute timetable is just adequate to the extent that it is not too onerous to decide which half hour service to use. To extend this out to an hour only to be dropped off in Sydenham is ludicrous when the prime object of using the service is to get into the city and perhaps on occasion beyond. Perhaps you can argue that this is still possible by utilising the 10 minute services passing through PMH but the reverse journey has the prospect of becoming nightmarish - being dropped off in Sydenham with the prospect of having to wait up to an hour before starting the homeward leg is abominable. Hopefully some common sense will prevail but if not I will not be bothered with the humbug option rather to use my car. **use/ NO, Won't use it.

x

I am blind and rely on public transport. I am totally opposed to the changes and support retaining a single centralised bus exchange. The proposed service will require us to change buses more often than at present. This would be a step backwards from the level of service we currently enjoy. I am also opposed to the requirement to flag down buses when standing at a bus stop as I can't see the buses coming *the same as current services, if possible

x

I am dependent on buses totally and find the Central Station excellent. The proposed changes, especially those based at PMH and Barrington, the No. 1, 115, 60 will be advantageous for me, two buses, each way to Burwood Hospital monthly instead of 6 for the return trip. Well done, a difficult job to plan routes with road damage, changes to people's workplaces, increased traffic, changes of routes for road repairs, etc

x

<p>I am happy to see that a service is being retained for Huntsbury Hill and that it continues to go through the city centre. A plus is that it will now also go through Sydenham. This gives me a reason to use the service in the weekend as well as during the week.</p>	x	
<p>I do not. The proposed changes it would make it very difficult and longer for me to get to and from school as would take longer and spend lots of time waiting for the 1 bus to go up the hill.</p>	x	
<p>I frequent the Murray Ansley bus doing my shopping at the Countdown and Pak n Save . At the moment I can use the Colombo St Countdown but with the new bus route my only access to a supermarket is the New World in St Martins. I think the route 15 is all wrong, we also had access to the South City Mall, and could return in our 2 hour ticket, are you trying to make us use the transfer on another bus, no local one goes down Moorhouse Av now. If I want to go on sightseeing trip I will take a sightseeing bus. The old timetable suited very well.</p>	x	
<p>I fully support the replacement of routes 12 and 14 with the new route 114 to service the Cashmere area. I also believe the proposed bus timetable for route 114 is more sensible. In particular stopping the bus service at 8pm on weekdays and 7pm on weekends as beyond these times the buses are almost always empty.</p>		x
<p>I use the 15 Murray Aynsley service a few times a week. According to the proposed new service I will have to get off the bus in Sydenham and catch another bus to go just a few blocks to South City Mall or to the Bus Exchange. There are no Supermarkets or Post Shops in Sydenham. To have to use two buses to go to the city (and worse still two buses to go home with shopping) is not satisfactory for us elderly people. It is also so much easier to catch onward connections from the Bus Exchange at present, especially when you have a bus service which only runs hourly. If the proposal for the Murray Aynsley service goes ahead I will be finding other ways of travelling around the city.</p>	x	
<p>I use the bus service to get from my house to work in the weekends and from my house to the university of Canterbury during the week. With the proposed changed, I can no longer take one bus straight into the central city where I work. As this should only take 15-20 min max to get into the downtown area, having to change buses (no 114 to 7) and slow the journey further will probably stop me from using this service. As for during the week, the most direct route proposed is for me to catch the No 114, and then the No 120. This route is not at all direct and would take far too long. If there was another bus that went more directly to the university, that would be incredibly helpful! Also, I feel that eliminating bus routes that go into the CBD is self destructive, as we need out city to thrive and without public access there via buses, it wil stop many people from going there! **Use same/except for going into CBD</p>		x
<p>I very much miss the Number 12 bus travelling along Centaurus Rd - also it was a bonus when I had a specialist (doctor) appointment in Merivale, a real "bonus". Thank you</p>	x	

I want to support the rebuild of the CBD but have to take 2 buses under your new proposed routes to get there. Given that Dyers Pass Rd, where I live is just the elevated (up on the hill) version of Colombo St I have to hop off one bus and connect with another to go to the CBD, or even to the Beckenham shops, or South city. That does not support CBD rebuild. The bus routes look like mazed snail trails! I suggest you extent the new rout 1 up to MacMillan Ave at least and make the HAcKthorn bus both ways, up and dot not the 114 circuit. ** Support/No, not the cashmere/ CBD snailtrail!

x

I work in the inner city + regularly use the bus. These proposals are very inconvenient for me on the current 12 route. Either direction they will add to my travel time, but especially going home because the new 115 route runs less frequently than the high speed core busses + I can imagine having long waits. Any interchange is less convenient than a direct service. I will revert to taking my car. For the City as a whole this proposal will go against... the rebuilding of the Centre. People will not want to work there if dependent on Public Transport + shoppers are likely to stay in suburban malls where the hubs are

x

I would like to register my disapproval of the changes to the number 12 and 14 routes. Currently this is a simple exercise, getting on at either MacMillan Ave (14) or Gynwfa Ave (12) and disembarking at Worcester Boulevard and vice versa in the evening. Under the proposed new route, my understanding is, I would have to change buses at various points at least three time to get to work and another three times to get home (six buses daily) I would have to allow at least an extra hour daily for travel times. As a regular bus user, twice daily, five days a week, all year round, this proposed new bus route is both time consuming and inconvenient and will result in decreased bus patronage as regular bus patrons will be looking at alternative arrangements should this new bus route proceed. The bus services at peak hours on the 12 and 14 route are already abysmal and further "tweaking" will do little to enhance an already poor service. On a more positive note, I find the current Bus exchange a great improvement on the Colombo St venue. It feels safer and doesn't appear to have as many "undesirables" hanging around. The central library across the way is also somewhere to go if you happen to miss the bus and have to wait around for another hour until the nex one arrives.

x

I am a student who uses the bus service on off-peak times. In the past, services such as the number 10 enabled me to get to the airport or city centre directly from our house in Cashmere. Now, the 10 and 14 services run at similar times from the sign of the takahe, which makes little sense as it effectively reduces the frequency of buses I could take into town. This may have actually resulted in people using the bus less as it gives less freedom in planning journeys from Cashmere.

I feel that there are valuable aspects in the proposed new service such as some routes having higher frequencies of departure, and I agree that more people need to get between suburban areas than into the central city at this point in time. However, as a public transport user I seek to always reduce the number of transfers when getting from A to B, and if I am expected to need to change I would want to reduce time between transfers, which would be difficult given the relatively low frequency of the new services provided to my suburb (Cashmere). If I wanted to get home from town during off-peak hours for example, I may have to wait for up to an hour (or walk 15 to 20 minutes uphill from Princess Margaret Hospital) during off-peak times to transfer after taking the high frequency service from the CBD. Now I could take the 12 or 14 direct which is about a 25-30 minute comfortable commute, and there is never more than a 30 minute waiting time at the exchange for this service. Longer walk distances are tolerable, but they are less desirable at the end of a long day when living a decent way up a hill!

I know that the bus services I use are often almost if not completely empty when I take them during week days at off-peak times, which may not be cost effective to run. However, reducing the frequency of departures and the number of options of buses to take to and from Cashmere would make it even less likely to be used in my case -

I would have to walk considerably further or driving and these are both options I would rather not have to use!

On a side note, I can't find any provision for a park and ride system in the proposed changes. Has this been considered for commuters as part of the transport network?

I am submitting on behalf of my family -

x

I seldom use the bus but my children are frequent users. When purchasing this property the bus service was very important -

I have 4 children and as I am a MEAN parent they are expected to use the bus whenever possible to get themselves to and from their many activities. My children are now older and will have to buy their own cars as the buses at 1 an hour and having to change at Barrington make the new services too much more time wasting to be practical. University students do not just want to travel up the hill at peak times and neither do older people trying to get to Drs appointments. Our house is on a bus stop (well used) which will disappear -

if my children were young the nearest stop going down the hill is a long way away -

crossing Dyers Pass road to get to the nearest stop is only for the quick and the brave! We would not have moved to the hill with our young family 12 years ago if the proposed bus service had been in place.

What needs to happen to retain the current services? I went to Barrington Mall when the Metro people were then and was saddened by the number of elderly there who were obviously very distressed.

I do not support a suburban hubbing-based system. My reasons are:

x

1. Christchurch city is too small. Its size and relative compactness means one central terminal is ideal.

2. It will actively discourage people from travelling to the central city. We should be encouraging people back to the CBD.

I have looked at the proposed changes to the city buses and am concerned about the implications. It seems as if the new routes planned are focused on the shopping malls. Travel to and from school/work is a more pressing concern than shopping for many people on a daily basis.

x

I am particularly concerned about the removal of a direct service from Cashmere Hills to the city and beyond. The proposal states that Cashmere Hill residents will lose both existing direct services (routes 12 & 14) and have these replaced by a single route that will only link Cashmere Hills with Barrington.

It would appear that Cashmere Hill residents are particularly poorly served by the proposed changes as many other peripheral parts of the city (e.g. Halswell, Huntsbury and Lyttelton) have retained a direct bus service.

I am primarily concerned for our daughter who travels home from school on Rossall St daily and uses it to travel to and from weekend/holiday activities. At present she takes 2 buses and it takes her at least an hour to return each day from school or from various weekend/holiday activities. As we live near the Takahe she will have to take two buses to Princess Margaret Hospital and then either she has to wait for a No. 114 which will only travel once an hour off peak and every 30 mins peak times. This means that the journey will take considerably longer and will cost twice as much. Walking up the hill is not a desirable option at the end of the day with a heavy load of school gear/homework and uncomfortable school leather shoes, especially when the weather is bad.

People, and in particular school children, required to change onto 3 buses at double the current cost will not use this service. There is particularly a poorly considered change. If the service diminishes more people, including ourselves, will be forced to drive our children resulting in more cars on the already congested roads between Cashmere Hills and the city and hence more air pollution.

One modification to the proposed new changes is to route every third No. 1 bus up the hill from PMH to the Takahe, in addition to the proposed 114 to Barrington mall. This could be clearly marked on the front of each bus.

I hope the connection between the new No. 17 and services to/from Sheffield Crescent is timely.

x

My main desire with evening connections previously was to minimise time between No9 and other buses from Sheffield Crescent and No.18 - often it was 25 minutes wait at Central bus station.

Otherwise, I agree with the proposal to improve suburb to suburb connections.

I never cease to be amazed by the number of buses travelling round the city with no passengers. This situation is worse on weekends & holidays. At what stage does the authority recognize that many services are uneconomic & unsustainable. The whole service needs a thorough overhaul. This situation would never be acceptable if run by private operators and is an example of a service run by backroom boffins trying to justify their jobs. I believe the money spent on bus lanes was scandalous.

x

As you may suspect, I am not a supporter of E Can and its total lack of any ability to run anything!

I often travel to Westfield, Northlands and the Hornby Hub. The present service with an interchange at Central Station suits me just fine. It is hoped that any new proposed terminus change will have warm and comfortable waiting rooms. I'm opposed to any change involving our local bus services.

x

I really don't like your plans to get rid of the number 12 bus that goes up Cashmere hill. I live up the hill and I think it's ridiculous that there will be no bus going from town to up the hill. I usually get on the 12 after school from a Papanui Road stop, and take it right up the hill along with many other students. It was a really good bus route and I can't believe you are even considering getting rid of it!

x

If you go ahead with the proposed changes I will have to wait for the 1, then wait again at Princess Margaret for the 114. I would not appreciate this change.

I strongly disagree with the proposed changes to the Number 12 bus which currently goes up Cashmere Hill and travels across town to Northwood. This service takes people from the hill to town and beyond. This service is much more useful than the proposed change to instead only take people from the hill to Barrington Mall. My son catches the No. 12 bus every day to school and again after school. He catches the 7:26 am bus, along with many other children who attend schools in town, Papanui/Merivale -

x

Rangi, St Margarets, St Andrews and Christ's College. These hill children make good use of the bus in the morning and after school. I have another child starting high school next year and I assumed he would also take the bus to and from school but may have to look at alternative transport. Please reconsider this change, or at least have some services going up the hill which are at the before and after school pick up times.

Aside from the school transportation issue, the bus to Barrington would be unuseful. Barrington Mall is not a mall with a huge range of shops -

unlike Riccarton or Northlands, or the Palms so I believe that a bus to this mall would not be used much. The current bus currently goes to Sydenham and South City, the Re Start mall (and the City itself when it has been repaired) and even also to Northlands. This provides much greater options and is a much more useful route.

Yours Sincerely

I support the changes especially the new No 1 with regards to the route and the frequency. The increased frequency is most likely to get our family using the bus again more frequently.

x

I look forward to seeing the detail of the route through the city to the beginning of Papanui Rd, as this is ambiguous in the proposal.

I suppose I am now one of those people who has, partly, led to the review! As I now work from home for the majority of the time, the number of bus trips I make has dropped considerably.

x

However, looking at the proposals, I can't help but see them as a way to further cut the bus services in future. We used to have a half hourly service along Bowenvale Ave, which has now been reduced to hourly (with half hourly 'peak' trips). It's all very well to have a 'high frequency' along the main corridors, but only ;providing an hourly service to connect with these will, of necessity, lead to fewer options and, therefore, fewer journeys. The possibility of using smaller vehicles in the future seems, also, to imply this.

Christchurch's bus service used to be excellent. I realise how much the earthquake has affected the area, but those who rely on buses need improved services, not further restrictions.

That said, the system works. The mobile app is brilliant and the vast majority of staff superb!

I think the current 18 and 15 running at the same time is ridiculous. They should start at alternating half hours so as to have more options for people in our area in ST Martins to have more frequent choices to be able to catch bus into town or to St Martins. Currently since both run at the same times one has to wait an hour or two hours to catch a return to St Martins. The 18 should be increased to run every 30 mins on Saturday between 8am - 5.30 to cover those who work in the weekend and use this bus.

x

The proposed changes to 115 (formerly 15) seem fine as don't seem to be any difference from current.

*** The proposed changes to 17 (formerly 18) route I think it would be better to have it turn onto moorehouse ave and go down to Selwyn St, turning right to Hagley down past the hospital back to the Xchange then continue on to the northward run. I suggest this due to many now working in the Lincoln Road area.

I also think that this bus should run every half hour on Saturdays from 8am- 5.30pm to provide for those who work on a Saturday.

I also propose that the 17 and 115 run at opposite ends of the clock so that there is always one running every half hour in the weekends, them running at the same times in the weekends is soooo frustrating.

I would use the new services more frequently if they were to make these changes. If 117 stays as listed currently to go through sydenham right down colombo to exchange I would have to take the orbitor to get closer to lincoln rd addington so I would use this bus 117 less

If we would get a bus coming down to the end of Hillsborough Terrace and going into town we would use it quite often.

We and our neighbours are quite elderly and can't walk as far as we used to

It is important that there is a bus service from Cashmere Hills into town (number 12) as many children catch this bus to their schools in the centre of town and further up Papanui Road. This bus service is very important and is always nearly full.

x

It is proposed in this brochure that these changes will increase bus usage and better meet patrons' needs but what about the needs of users like me who are very happy with the service I receive and will be very disadvantaged by the proposed changes. At the moment there are four buses an hour that leave Central Station for Cashmere / Dyers Pass Rd from 5.25am -6pm weekdays and then hourly, a good service on Saturday and less on Sunday. With the changes there will be no straight through run up the hill from Northwood or Harewood (I mainly catch the bus from Merivale) so if I catch a bus around 6pm in Merivale I may have to wait up to an hour at PMH for a bus up the hill. There would be no other service that has been pulled back as much as the No. 12 and 14. In my opinion this means going from an excellent service to no real service at all. We are are just tucked on the end as an afterthought. * No/ support, as far as the cashmere hills concerned)

x

My daughter relies on the number 12 bus to get to & from school each day. She catches the bus on Hackthorne Road at the Cashmere Primary School bus-stop and gets off at St Margaret's College on Papanui Road. With the proposed changes she will have to take 2 buses which will mean waiting at bus-stops in the dark sometimes. Also, she has to be at school by 8.15am. Will she be able to get to school on time without leaving even earlier than she currently does (currently catches the bus at 7.28am)? As you can see we do have some concerns about the proposed new service and would like some reassurance. Thank you

x

Opawa #28, it would be good if I need to go to northlands which I don't really need now.

x

Our daughter, who is in year 12, would use route 17 on a daily basis. Currently either my wife or I drive her to St Margaret's from St Martins area where we live. This is because our daughter currently has to change buses; route 17 would be a direct service. Regarding the Metro card, Please consider making this card less formal. Our daughter like many teenagers, has lost her card on occasions and the replacement procedure is quite an arduous process. Why can't a metro card be available from shops or other outlets? Why not sell a set of tickets that can be credited to your card when you catch the bus?

x

Please do not make the proposed changes....the implication for Cashmere residents are very tough. My daughter who attends school at CGHS will have to catch three buses to get to school in the morning and as she needs to change twice she will need to pay double for a less efficient journey.

x

I am very confused and angry to see that there are no direct buses from Cashmere in to

Re Huntsbury 18/17 bus. I am a regular bus user and have been for many years. I am surprised you people would remove our route from Moorehouse Av as a number of passengers use this route during the week for Polytech and to shop or go to work at Countdown Moorhouse. I work there and have noticed whilst waiting for the 5pm - 5.40. time bracket this services loses passengers because they cannot be bothered waiting for the bus. at night people need to get home to cook meals etc and 5.40 is getting late when one finishes work at 5pm (one example). From 8am -10am we need a bus travelling Moorhouse Av. and we need them at say 5.15pm or 5.30pm. Perhaps travel at other route at non peak times to take the elderly to Sydenham. Who will catch the bus in Wordsworth St?? Why change route as buses at peak times seem to be getting fuller. **not sure: In summer , I walk more!!!

x

Re Route 114. Our family have been using the Cashmere buses since 1974. Both houses we have owned in that time were purchased near a bus stop of the very good No 2 (then No 10) route. The Dyers Pass (now No 14) was extended from the Village Green, This was against the wishes of a lot of residents as the road is narrow and windy and busy. The reasoning it was to give residents "a faster route to town". It proved to be and was great. Then in 2009 the route was changed to go from foot of the hill to Somerfield and rejoining Colombo St in Sydenham. This cut out access to all Thorrington and Beckenham bus, dentist, hairdresser, service centre, library, physio, postal services etc. A lot of people lost out totally as the last stop downhill was by onesDaleDrive so too far to walk down a very steep part of the hill. The next stop was Barrington street corner, uphill the first stop in Cracroft Lane. At present we have noticed this route is not busy. Both routes have buses each 1/2 hrs and unfortunately timetables with the proposed timetable to have 1 bus per hour between 9am and 3pm and having to change at PMH, making an appointment at Thorrington or Beckenham could be often quite difficult and mean an awful lot of time spent waiting in the streets or whatever for a bus bus to connect. I cannot see this service to be of any use. I have been unable to use the buses much in the last 2-3 years as I have had to have hip surgery and knee problems. That meant I was unable to walk far therefore had to go by car as the buses didn't go near where I needed to go. I had to visit an elderly parent daily in a resthome which was inaccessible by our buses. Also I had a nasty experience when the No 14 first went around Somerfield. I was the only passenger on between the Takaha v Sydenham where I got off. The driver kept stopping in Somerfield and Selwyn Street and mumbling he was lost. He did not want my help as to where the streets were. He was not a pleasant man and frightening for a woman in that situation. Hence I started using my car more frequently. Now when my situation is that I have no mother to visit and more time to use a bus we are unable to! ** Use/ Less, if ever

x

Regarding the proposed changes to bus services on Cashmere Hill (proposed route 114 Cashmere to Barrington):

x

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.

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!

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?

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.

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 we have reached the airport by changing at the central bus station. Timetabling meant we just missed a direct trip on the 29 and instead had to take the much longer and more circuitous 3 route.

There are some benefits in having a bus service to from the hill to Barrington but this is undermined by the fact that you are proposing an hourly service during the day -

Support the concept of the high-frequency service from PMH to Belfast and the local services feeding into hubs. At PMH there will need to be some priority for buses to cross Cashmere Road -

it is very difficult for buses at present and will be pretty impossible with more frequent buses. Assume also that there will be less stops along Colombo st - the buses will run late to their schedule if all the stops remain.

Support the local services having smaller buses - it doesn't make sense to have a big bus that is never full -

we have the 12 & 14 coming up the hill at present and neither (even before the earthquakes) have ever been full in the 10 years I have been using them.

It will be critical that the local services run to their timetable all through the day so connections can be made.

Please put some bus stops along Barrington St between the roundabout and Rose St -

the 14 bus has run along here for several years and no stops have ever been installed - it would be good for CHS pupils.

Please put careful thought into the timetables for buses connecting at the hubs -

make them so you can catch other services easily.

Thank you for the opportunity to comment on the proposed changes to the bus network. I live near the top intersection of Dyers Pass Rd and Hackthorne Rd. I travel to work in the central city by bus whenever I can, because I support active transport and would like fewer cars in the city (and I'm too far up the hill to make biking home realistic at the end of the day when I want to see my family). Nevertheless, it already takes nearly twice as long to reach my newly-relocated office in Manchester St by bus as it does to drive and park, and the late running of buses between 5 and 6pm often makes it 3x as long. Most of the people who catch my bus in the morning are travelling into or through the city either to school or work. Few disembark before Sydenham.

x

If the proposed changes proceed I will never use the bus. I don't need a bus to get to Barrington Mall. I can't afford the time it will take to wait for buses at home, then again to catch the 1, and then again at the central exchange to get to northern Manchester St. The services running through my suburb (12 & 14) will be reduced from 3 or 4 per hour to 1 or 2 per hour. I like walking, but again, it would take too long to connect by walking. So I'll be driving one more car into the city every day, and I'll never get to teach my children that buses are a good way to travel.

I'm sorry, but I think the idea of "local services" is just silly. Why not just add the local run to the end of the "high frequency" service the way services run in most big cities. Commuters have enough sense to know that a "1 Cashmere" would run along the same route for most of the way as a "1 Westmoreland" or a "1 Bowenvale", but take a different local route at the end. Much better than having small empty vehicles doing little loops to nowhere in the suburbs.

I am a strong supporter of a robust public transport system for Christchurch, and we have a great chance to make that happen with the rebuild. I'm afraid the current proposal makes no sense to me at all.

The only people to gain from this proposal, live North of ChCh. Is that because of proposed new sub-divisions + Pegasus? We are all paying via Rates for this running of buses, so why not give the elderly of Chch who have gone through a lot since the quakes. DO something for them for a change + extend the cut off time for the Gold Card. Auckland bus go-ers can use their Gold Card all day, but of course Elections are won in Auckland. Could you tell me how I am to get back Dyers Pass Rd, when it only runs every hour between 9am and 3pm, having had to work in which some other hours Ballentynes will lose custom. A lot including myself like to go then to shop and go for lunch. Who wants to wait around in the winter for 3 or 4 buses to get somewhere and back before 3pm

x

The proposed bus route No 1 is a good idea if the buses are going to be running every 1 to 15 minutes unlike they do now as there will only be one down Colombo Street from the bus exchange to the bottom of the hills.

x

The Murray Aynsley bus now does a very circuitous route compared to a year or so ago. It used to take 25 minutes to get to square. Look at on a map and it now makes no sense to use it to access the central bus station. It goes along Centaurus Rd, does a back loop into Bowenvale, then winds it way thru back streets of Beckenham to end at Sydenham where one needs to transfer to another bus. Nonsensical!!.

x

I am now faced with another 1km walk to access the Huntsbury bus that takes a very direct route to City. Is this what comes of supporting public transport?? Service just deteriorates for regular users.

I doubt you will take my views into account anyway. It seems the die is cast!!! Typical of the New era of Ecan (Ecant).

The new bus timetables proposed reduce the number of busses by far to much. There is no mandate to reduce services at all. None of the bus users have requested a reduction in services and this consultation is asking for feedback on a question that has no mandate to be asked ie how best to reduce services.

x

Don't reduce bus services.

don't make it necessary to take 3 or 4 busses to get to destinations that currently take one bus to get to.

don't change it at all as there has been no call to change services.

This new proposal seems to have overlooked the airport connection for anyone in ChCh.

x

Two years ago we were lucky and had only one bus to the airport. Now we have a 30 service with one change at Central.

This is manageable. Under this proposal we, and most others in ChCh, will have a 60 minute service with two changes on buses not equipped for luggage.

This becomes impractical as you get older and means either a friends drop off or an expensive taxi each way - the airport parking charges are too expensive for more than a short stay.

The only way this can work is for the new Route 1 to have luggage facilities and to pass through, or end, at the airport stop. This would provide a 15 minute service to Central for any visitors to ChCh and locals. The central city will eventually have more hotel and backpacker accommodation when the cordon is lifted. Most of ChCh would then have only one change of bus where their local service and Route1 intersect.

Auckland and Wellington both have an excellent airport 15 minute service with undercover access and only a 50-60 meter walk from the luggage carousel.

Here we have 30 minute service with a 300 meter plus walk and with virtually no shelter on the way or at the bus stop, in a much colder environment.

This new timetable will mean either a 30 minute or one hour wait somewhere for the final bus home depending on where you live. If it is one hour it will discourage much use.

Waving down the bus you need. I realise that the drivers have to keep to their timetables but consideration should be given to passengers with poor or failing eyesight as well as any Special Needs passengers who take longer to read the name and number of the bus. 1. I would ask the drivers to "slow down" when approaching a bus stop. 2. Then to almost stop the bus if they are waiting passengers moves towards the bus even if they have not waved the bus down. 3. They may even need to open the door so the passenger can ask them where the bus is going. Thank you for giving consideration to my suggestions. **use, weekly/during summer, Occasionally/ during winter. Support yes/ but only if the "waving down rule can be altered, as suggested here/

x

x

We are objecting to the proposed changes being considered. We are residents of Gamblins Road and already have the Orbitor buses, (which we strongly object to) disrupting our street. The last thing we need is more buses that make our houses shake, create more noise, discharge more diesel fumes, take up our off street parking and their customers that leave their rubbish at the bus stops for other people to clean up. Gamblins Road is a minor street not suited in our opinion to any bus traffic.

x

Your proposed changes are terrible, from my point of view. I live above the Sign of the Takahe. You've already stopped one convenient link: we used to be able to catch the bus at the Takahe and go right through to the Airport, or vice versa, and we can no longer do so without changing. Sometimes I catch the bus into town, and buses go every half hour or so at present. This is helpful as often they do not run on time, and your new proposal of an hour's gap would make catching a bus a lottery. You are also proposing to run buses from the Takahe to Barrington Mall. This makes no sense. Even as expanded, Barrington is not particularly attractive and I don't like going there. It would make FAR more sense to push the bus service further north to enable us to get to Westfield and Riccarton, with a stop at Tower Junction on the way. It would also make sense in that the centre of gravity of business has now moved west of Hagley Park and is currently somewhere in the Riccarton/Addinton area. THAT is where you should centre your routes.

x

I requested a copy of this consultation over a week ago. I neither received it via post, or sent directly to me, hence this is a late response. Please acknowledge via email that this response has been accepted.

x

1. If the hub for those who live east of Colombo st on the port hills is to be via Orbitor to Colombo St, there must be a better positioning of Orbitor stop /transfer to Colombo St Buses travelling via town.
2. Since the earthquakes there has been a vast expansion of employers located off (a) Halswell Jn Rd, and (b) Johns Rd.. There are very few options that individuals who work in these areas starting early morning, where they can get to work without a long walk to work at the end of the bus run. This matter must be addressed if Metro bus services wants to encourage employees to use public transport, esp once arriving at Hornby Hub or the Airport Hub.
3. There must be much improved waiting areas for those waiting at the Hub transfer locations, and to change the direction of entry to PMH stop from both east and west. ie two way and waiting areas on both sides of the bus lanes.

having looked at the change, I have a few questions

x

1 will the fares increase

2 do i have to change buses at sydenham to get into the city and home again

3 will there be better shelters other than what is currently at sydenham on both sides of colombo?

4 where do the buses turn around?

as a worker in the city i travel on the public transport 4 out 5 days a week. i find the current service great, as i can go from home to city and back again on 1 bus in a convenient time. with the proposed new service this will NOT BE a convenient service for me as trying to get two buses for two short trips is for me wasting time waiting for the transfer buses in the cold and wet in winter and in summer the same. i just want to get home without the added stress. if the proposed bus changes go ahead i will not travel public transport, which defeats the aim of getting more people to use public transport and out of private cars.

SUGGESTION..... why not run the new services after 9.00am till 3.00pm .. leaving the existing services for the worker and shopper start the strange service after 9.00. is there going to be a park a ride areas?

I wish the buses would run more frequently and more around common working hours, I live at wilsons Rd and work in town. I like that I can still do that. I hope that if the timetable can't be kept, there would be a shelter.

x

I would prefer to spend 30mins walking than 10 mins waiting for a bus that would only take me to another bus stop for another 10 min wait.

x

Its crazy that this bus service now stops at the Sydenham Shopping Hub and doesn't carry on to the central station? For those living on this side of town working in the city, it would mean instead of 5-7 minute bus trip to reach town, we would potentially have to walk the remaining 1+km or have to wait and catch a 2nd bus the rest of the way? If there was an option below that says would I use the proposed new service "not at all" I would select this as the new service will not be suitable.

x

Looks fine, so long as the high frequency services along key roads actually are just that, fast and frequent with excellent hubs.

x

Really disappointed about the changes to the proposed 115 route (to/from Murray Aynsley).

x

Cutbacks to the frequency AND it will only take passengers half the way in to town! We need this service to go in to the central bus exchange.

This proposed change makes no sense at all. If you are wanting to encourage people to disuse public transport and revert back to using their cars, you are doing a fantastic job of it!

Seriously *not helping*. I take either the no. 28 or the no. 18 to the Central Station and change to the no. 20 to get to Clyde Rd nearly every morning and reverse the process nearly every evening. And you want to disconnect the no. 20 from the Central Station because...? All this does for me is make getting to and from work harder. It's a two-bus trip now. This would make it three. No, thanks. x

*Hourly off peak routes- will encourage car use rather than wait around for a bus - and the- maybe wait up till an hour to get back again if you mis-time your shopping/visit. * as a regular off peak user of #90 Rangiora - looks like we will be back to ?? Seymore st? of a few years back with a slower all stops service with another 10 min or more to the trip * Woodend- Rangiora needs a link to W/GW Beach and Pegasus. * Currently I have a 15 min weekday service to Barrington via Milton As (No 11 Service). Now It will be hourly! get the car out. * Run Comet and #3 round Sheffield Cr to make a direct connection . The Sheffield ac stop with 104.131.120 to Airport, Orchard Rv stop. * otherwise I think you are on the right track - BUT you need good exchange hubs ***Same/except for Milton Av, Barrington x

Buses are already few on the #15 route. I don't want them reduced further, as I'm coming to believe already, that there WON'T be a bus that'll suit my needs- x

reducing the future likelihood further, of my even checking the timetable. As it is, the chances of any bus I use having a less than 1 hour wait in connecting with another bus at Central Station, are rare. This makes many journeys in my mind, just not worth the waiting times. C'mon, if my bus gets to the hospital 5minutes after appointment time, it's a LONG wait there. And yet, I have no choice for other transport (taxis being out of financial reach and unable to drive after some appointments).

These bus route changes, will not encourage anyone on #15 route, to more frequently consider bus use (which is what the citizens of our new "greener city" would like), if too often, users find very long waits, such as an hour. And whilst we're on the subject, (as an example), why does Hei Hei get their last bus arriving at 11.46pm on a weeknight, but #15ers, are sent to bed before 10.12pm? An hour and a half's difference feels like some sort of discrimination to me... And it's a damned inconvenience.

If there is a small patronage only on this route, then please provide a smaller bus- DONT disconnect us from the city!

Regarding the Colombo St routes, I see they're proposed to become hourly too-
I call that a very poor service to the southern suburbs :-)

When I indicate on this form that I use the buses monthly, I would have liked it to be more often, but if these proposed changes go ahead in this way, it's likely to be (sadly) even less often.

Can the timetable for the new #17 & 115 be set so they are supposed to be half an hour apart on Wilsons Road South during the weekends, please? Having them turn up at the same time during the weekends is frustrating as people need to wait another hour for the next ones. With them being half an hour apart if you miss one then you only have a half an hour wait - instead of an hour. One thing I do miss from the old # 12 is the through route to the cnr of Main Nth Rd & Prestons Rd. *** plus extra feedback/ Hi again,

x

I had another look at the proposal & noticed the new No. 17 bus route will avoid The CPIT.

The comments I made yesterday still stand around the timetable for the weekends on Wilsons Road South for the New No. 17 & 115 buses.

Now I wish to add the following:

Having the purposed new No. 17 bus route going via Wordsworth Street instead of using Moorehouse Ave will be problematic for those wishing to use The CPIT. Considering there is a lot of students & staff currently using the No. 18 bus to get to & from The CPIT, either from The Central Station or from Huntsbury, rerouting the bus route away from it makes no sense. Also, considering The CPIT will be essential in training people for the rebuild of Christchurch having the new No. 17 bus route not going by it will greatly inconvenience bus patrons getting to & from it.

Remember the primary reason why public transport exists is for the purpose of convenient travel for patrons/customers & if it does not meet that need customers will use other methods of transport. Therefore, reducing the revenue for the public transport system & increasing traffic on the roads.

Consequently, in light of all of this, can the new No. 17 bus route keep the same one as the current No. 18, along Moorehouse Ave, to keep it running by The CPIT, please?

Thank you.

I strongly support these changes! Makes my life on the buses so much easier! Yay! :D

x

I appreciate that it is wise to look at changes and routes. However, if the frequency of routes drops to one hour for week days, it won't be frequent enough for some passengers like myself.

x

I use the number 18 bus to get to work in town, and the number 15 to get home. I sometimes catch the number 15 to work. I'm really sorry to think that the frequency of the number 15 buses will change. I can't imagine myself using the new 115 if it involved a transfer. Buses don't run to time accurately enough for me to use a transfer system with confidence. I also really hope the frequency of the number 18 doesn't reduce to once every 30 minutes at peak times.

I think Route 1 is a really good idea but some other routes are being cut back too much. I catch the number 15 from Beckenham in the mornings and it is quite full. I notice that half the bus get off at the stop before the exchange so they are obviously using the bus to get into town, not changing buses to go elsewhere.

x

I also regularly see people board the number 15 at Smiths City (heading to Murray Aynsley) with large shopping bags from the Warehouse or supermarket. If the number 15 only goes to Sydenham people will have to catch two buses just to get their shopping home.

I understand the reasoning behind this bus not continuing to Bishopdale as that part of the route is pretty quiet, but I believe it should go through to South City rather than stopping at Sydenham.

I usually catch the No 15 to Central every day and from there catch the No 7 to work. I would hope that the timetable for the new 115 stays the same for the early morning, that is every half hour.

x

I would love to see Metro introduce some changes to encourage more people to use their services, although I am unsure what changes that would be.

I will not be majorly be affected by these changes. I am a university student so I mainly use the orbiter, or a combination of the 3/21 and 28 to get from opawa to university. However I would like to add that I'm not sure whether a route from Lyttelton through to Papanui would be especially popular (not that it would be unpopular either, I just don't see the point). I think that Metro should be making the route more efficient by looking at where people actually want to go, rather than simply linking up routes because they happen to lie in a straight line. For example, I think that most people in Opawa would prefer the 28 to carry on to Addington and Riccarton instead of Papanui. As Riccarton/Addington seems to have become the stand-in CBD while the actual CBD is rebuilt, this is hardly a surprise and probably a sentiment echoed by most areas of Christchurch so I understand if not every suburb can get this service. Nevertheless the point stands that most people will probably still take the 28 into the centre of town, from either end of the route, and then change buses to go to Riccarton so the idea of 'improving efficiency' might be a bit of a hard sell from the point of view of the passenger. But one thing that absolutely must be addressed is changing the numbering system slightly in order to make it more obvious which direction a bus is running in when it is on one of these route that span the whole city. I say this because we used to live on the 21 route, in Mount Pleasant. I lost count of the number of times someone was staying with us and used the bus, and we told them to use the 21 Mount Pleasant to get home, and they got confused when the 21 Ilam rolled into the bus exchange and they got on that instead ending up in a long extra trip! I have also seen this happen to other people plenty of times when using both the 3 and 21 while going to university. I think this has to be addressed, and I don't think it is a difficult or expensive issue to solve. It is unfair on tourists, or other people unfamiliar with the city, to expect them to develop an intimate knowledge of all of Christchurch's suburbs just in order to make sure they don't get on a bus which is going the wrong way. Remember that while it is blindingly obvious to us that, for example, the 21 Ilam will end up at the opposite side of town to Mt Pleasant, it is not at all obvious to someone who is unfamiliar with the city. And it is too easy to simply say they should look at the map more closely, that is hardly the way to encourage more tourists back to the city. The number 3, for that matter is possibly more confusing because it has three possible destinations. I once witnessed a very awkward scene when a group of european tourists who weren't confident communicating in English got on a 3 Avonhead bus thinking it was going to the airport. Trying to get them to understand that "the number 3 does go to the airport, just not this one," was a real challenge for the poor driver, not to mention the poor tourists who were utterly confused by the whole thing. I think this

It is very disappointing that Metro is considering stopping certain bus services in Christchurch. My elderly mother often uses the buses to travel to the Palms, Eastgate and Northlands Mall and to visit friends in St Martins, and relies on the current service as she is not confident driving in busy areas. If services are discontinued it will mean that she has to drive to the Main North Rd and leave her car in a safe place and hopefully catch a bus passing through. Please give consideration to the many elderly people who are reliant on bus transport as this is often their only link to getting to other places

My bus is #15 which according to the pamphlet would end up short of the central station which would be highly inconvenient. Why mess around with the bus system the way it is? Bus drivers and the public seem to like the current system where all buses meet at a local station and they can easily find which one to get if travelling to another destination whereas "HUBS" as they are stupidly called leave "people out in the cold" literally, lining up for the next available bus going their way which could take a long time. Why try to fix something that actually works for a change?! The old bus depot was dirty and undesirable and seemed to have undesirable type hanging around - not like the present one which is open, easily accessed.

x

My sister lives also in Archers Village. I agree with all her comments. We use the buses very often. Every day. The orbiter is a very good service. I would like the 10 airport bus back as I travel to the airport often. Buses through Colombo Street to Woodend Beach, Pegasus and Waikuku Beach would be very much appreciated. We travel to Northlands from Colombo Street very often,

x

No A is awesome, I can do everything with more convenience

x

PLEASE (I beg of you) don't change the #15 Murray Ansley to Bishopdale bus! It would in no way at all be a better route or timetable. There are many school students (myself included) who take this bus to and from school EVERY day. These students absolutely need to get to the exchange in central city in order to take another bus to school. The half hour schedule works great, changing it to once an hour will only cause problems for everyone. With the amount of times I've missed the bus by 2 minutes and then had to wait 28 minutes for the next, I know that nearly an hour of waiting will not be preferable with me. As for a possible earlier bus going to school (I'm currently catching a bus at 7.26), I'm not in any way looking forward to a change. The 15 goes through Sydenham anyway, I don't see a point to taking out the rest of the <10 minute journey to the exchange. Thank you and PLEASE re-consider the change you've proposed!

X

I wish to submit a few thoughts on the subject of the changes already under way in the bus services.

I am concerned that, while the stated intent is to produce more efficient services, the actual effect is the opposite. Reducing the frequency of services is never better for the people who use those services! We all know there are people – never bus users! – who complain about the expense of vast empty buses thundering through the suburbs; but for somebody standing at a bus stop, the picture is very different. Those buses are used, and appreciated. Use is far less frequent than seems efficient in financial terms; but for a percentage of people, these are essential services; reducing them makes life harder for those who most need them.

People who for financial or health reasons cannot drive a car, are not well enough to walk long distances, and can't afford a taxi for routine trips, are dependent on buses. Reducing the service to once an hour makes organising a trip that much harder. A simple example: for a dentist's appointment at 2 o'clock, I used to catch the 1.30 bus from Rutherford Street, Woolston, to Eastgate, arrive in time for my appointment; then do some supermarket shopping, then catch the bus home; at worst, if I'd missed one by a few minutes, I had to wait nearly half an hour. Now, there is no 1.30 bus; I must catch the 1 o'clock, which leaves three-quarters of an hour to wait before my appointment. Do I do my shopping first? – carry heavy groceries several minutes' walk along to the dentists' rooms, leave meat and milk sitting in a warm room while I have my appointment; back, lugging heavy groceries, to the bus stop, and if I have missed the bus by five minutes, I'm sitting with the groceries in the sun for nearly an hour. If I choose to do the shopping after the dentistry, the groceries have less time to sit in the warm, but I have a long wait before my appointment, then have to do the shopping afterwards – and with the same situation – if I miss a bus by five minutes, I am waiting most of an hour – a lot of time wasted. (Exact times cannot always be planned, with supermarket shopping!) Multiply my small problems by all the people in similar circumstances.... Bus-users are not just wandering round the shops, but have medical and other appointments at specific times. For people with absolutely no other options, things are made harder; those with other possibilities may choose those. If the distances are relatively short, someone in good health and with not too much shopping to carry may choose to walk; someone who has a short distance to go but can't walk it, may do the financial calculations

The No 28 service was great. Reduced service is not. 1. Feels more cut off. 2. Problem of cruise ships - buses filled to capacity leave locals stranded already and this is likely to be much worse. 3. Gondola likely to reopen and want to encourage tourism ditto to Lyttelton. 4.. Reduced service means it is difficult to return with shopping within 2 hr time period.. 5. Poorly designed bus shelters do no protect from cold wind and rain - only the midday summer sun! plus reduced service likely to decrease usage instead of encouraging it. But A+++++ for staff (drivers and phone), metrocard very user friendly (zappa system in Hutt Valley Not) timing machines are great, more please. ** No to the 28, unsure on the rest of changes, Use/ 2-3 a week

x

The plan seems too mucho a "fait accompli" without adequate consultation. It needs full details on the remaining buses to CBD, not a grey blank! The distribution of maps was deliberately limited, necessitating a request for one. The "hub" system fills all users with dismay and foreboding, largely because of the lateness of buses (one can wait 45 min for an Orbiter, even now). Authorities must keep single driver (no-passenger) cars OUT OF the CBD, with parking buildings at the perimeter, while light rail, shuttles and regular buses carry commuters and shoppers into the CBD. As it is outline this plan will cause the CBD to wither and die. Retailers in the CBD must learn to deliver purchases to their customers homes. Planning now for Peak Oil means minimising CBD motor traffic and not pandering to parking companies.

x

The proposed changes seem absolutely useless with the buses stopping at Sydenham. This would mean that I (and all the other passengers who catch to 7am (Croyden St No. 15 bus) would have to catch THREE buses to get to work and another THREE buses to get home again. This is ludicrous. What is wrong with the buses stopping at Central like to they do now? I am guessing at whoever has come up with these stupid changes never have to catch a bus. Please, please rethink these changes because if you put them in place then I can see fewer people catching buses, not more. * The Same as current services - only because I have no other way to get to and from work

x

There should be a bus hourly from Lyttelton to Governors Bay through to Orton Bradley Park, or from the ferry to Orton Bradley park fro 7 00am to 9 00pm 7 days a week fro the people of Christchurch and the tourists to enjoy the beautiful views and to get away from our broken city for the day.

x

This area has many elderly people and school children. Definitely no change to this bus route! Murray Aynsley No 15, hourly is unacceptable on peak hours.

x

This seems to make things worse for me. Currently I take the 20 from home to the station and take the 40 Middleton to get to work on Birmingham drive. This is not ideal because the two do not align and I have to wait 25 minutes at the station.

x

With the changes proposed, the 120 proposed won't go through the station and they will never meet.

So I would have to go to Riccarton, then to Central Station and back to Middleton.

All that running around to get to work when it is within 4km's of my house.

Is there something I am missing or is this the best that can be offered???

We have come down from Auckland and we do love your bus service in Chrch, be we are very sad :`-(you have taken off the No 10 that went direct from Colombo Street to the Airport. Can we please have an Airport bus back from Beckenham to Airport! Thank you. Is No 1 bus going from Rangiora via Colombo Street, to Princess Margaret? We live at Archers Village, are retired and would also appreciate a covered bus shelter outside the Gate, going to Princess Margaret? Thank you. We thank you for the New city Bus exchange and please could you keep it there, very central and easy to get buses in all directions. But please could you enclose the back and sides from the bitter cold wind and rain. No 12 is all right but the other bus shelters are not so good. Also enlarge it with spare ground. We have no family with cars, and do appreciate you bus service with the Gold Card but could you please the closing off time at 4pm instead of 3pm as all the noisy school children crowd out the buses at 3pm, and 4pm, is too early for many workers to finish work, so 4pm would be more suitable for us oldies, without having to climb over and scramble through rowdy school kids. Thank you. Auckland buses have no time limit - at the end of day, us oldies can travel at 12 midnight on Gold Card, I do not expect this but 4pm would help. Remember you boys (and girls) will be our 70yrs, later on!!! Wou would enjoy using the No95 bus and the No's 951,952 buses in the Summer months to travel to Pegasus/Waikuku Beach - Woodend and Kaiapoi. The Orbiter buses are excellent especially when you cannot go through the city because of a earthquake happening. They connect up with all the shopping centres and the ride round the complete bus route is lovely for older people just to get out. Could you please give me feedback on my requests - I realise you will have many, many replies but if you can spare a few moments to contact with your reply I would appreciate this. On behalf of our Village. Thanking you so much for a GREAT BUS SERVICE and kind, helpful bus drivers ar all times, yours faithfully ** Often/ daily/ sometimes hourly,, SUPPORT/ Not sure, depends how it works out for No12

x

I need to get from spreynon to northlands each day and catch the 22 as I find it easier just to catch one bus, however if it changes I will have to catch at least 2 if not 3 buses to get to my course

x

I smell a rat. Am I right in thinking that the free transfer within the two-hour period will be used up by having to transfer at one of the hubs, therefore making a free return trip no longer possible as one would have previously been able to do. For example on the number 14 one can currently go to Central Station on one trip, whereas the new 114 will only go to Barrington, necessitating a change at the Barrington hub and the using up of the free transfer. What has driven these changes? The desire to eliminate the free transfer for a lot of the routes, or a better bus service?

x

The proposed bus routes seem like a good idea and will make travelling easier.

x

The proposed changes will make it very difficult for me to get to work at 53 Hereford Street or indeed to get home and will take considerably longer given that I would have to change buses at least once and probably twice in a single journey. At present the 14 and 20 services work perfectly for me and other commuters in the same area. If you want to service the suburbs more please add services, not replace them.

x

1. The idea of local bus hubs is good but will the local services be scheduled so passengers can catch through buses? e.g . will the 114 arrive at Barrington allowing time for passengers to transfer to the 120 bus?
2. The bus stop next to Barrington Mall isn't a pleasant place to wait for buses - it is cold, draughty, usually covered with graffiti plus litter. To make this plan work, the local hubs will need to have waiting rooms which are comfortable and passenger friendly,
3. The regular service from Princess Margaret to Northlands is a good idea, a quick route through town. However, unless the planned bus lane through Sydenham is actually put into operation, this service will be held up in traffic queues 4 - 6pm going southwards
4. Do people know where buses go now? It would be a good idea to have an advertising campaign e.g. Do you work in Sheffield Crescent/live in Riccarton, Spreydon, Somerfield? Then you can catch the number ---- bus to work etc etc

x

A frequent bus service from e.g. Princess M. Hospital (near the village : My residence) through Sydenham into the city (via Colombo Street) would suit me well, as I shop in "Sydenham" at "pak n save" moorehouse Ave. And also at "ballantynes". It would be straight forward and uncomplicated. Driving on our streets, by private car, is now hazardous and time consuming. Because of many trucks etc. (not to mention - costly) so I am all for it. Many thanks

x

Am not impressed with the hub idea when I get on a bus and can go into town and change buses in the city. Going to a hub does not improve the service, Also am unhappy that buses will run hourly instead of half hourly.. Whoever came up with these changed needs to THINK again as the proposed changes are ridiculous. The orbiter gives a good service and should NOT be tinkered with.

x

Concept good. More shelters will be needed at stops for waiting to connect. Later details will show best routes to e.g. hospital and airport. Also, will local buses connect time wise i.e. 120+60 at Barrington? x

Currently I use the 22 bus at least three times a week. In one direction it goes right past the street where my mother lives near Northlands while in the opposite direction it goes directly past the church I attend. It's great, it's timely, I feel safe using it, and it is run by the Red Bus company which in my view is the best bus company in Christchurch. x

With the proposed changes I would have to walk farther to catch a bus to go to church, it would take longer to get there because of the change of bus route which means I could potentially miss more of the service. I would also have to take two buses to get to my mother's place in Papanui. During the day it wouldn't be so bad, I could go into Tuam Street library between buses, but what really concerns me is coming back at night. Getting into the bus exchange would be fine it's catching a bus home from the bus exchange that would be the problem.

As the number 60 bus which would go near my place finishes its runs a lot sooner than the number one bus. If the last number 60 leaves New Brighton at 10pm I would have to leave my mother's place at least 30 minutes before I currently do (and that is being very optimistic). I will have a lot less time to spend with my family as a result of the changes. Then there is the question of how long I have to wait at the bus exchange before I get a bus. Which adds to the travel time. (Currently I can leave her place at 10:40pm and get in the door at my place at 11:10pm). The alternative is to take the Orbiter, it takes longer to get to Addington, I feel less safe on it (there are a lot of drunk people and people with behavioural issues on it) and I have to walk further to my place at the other end (issues with weather and safety here).

There are some good things about the changes for me (easier to get to swimming pools and family who live in North East Christchurch) but they are not nearly enough to override the increased difficulty in getting back home at time. If you have to make these changes please consider the other bus routes like the number 60 run later in the evening and consider the amount of time people might have to wait in the evening for the buses at the bus exchange.

Due to a disability I am unable to operate a motor vehicle so I am totally reliant on Public Transport given so much has had to relocate due to the Quakes. I have found it frustrating that often I have to get more than one bus to my destination plus such journeys involve considerable amount of time as some services were not as regular as I needed x

Due to being vision impaired, I recognise my buses by their colour first and then have to look very hard to see the number. I would like to see one of our buses go through the South city. I travel mainly during the off peak rime. I would like a bus button at the first bus stop corner and Selwyn Street. Also corner Brougham and Antigua Street (west side)

x

Good points:

- * Reduction of buses travelling through CBD
- * From Barrington Mall there will be transport to all 3 public hospitals
- * Planned covered transfer stations at 3 key interchanges

Concerns:

We are senior citizens who live in Somerfield and currently use the bus stop on Selwyn St just north of Cook St.

The new system will only take us to Barrington Mall and Princess Margaret Hospital which is a service we do not currently need , although those destinations may become more useful as we age. Therefore to go anywhere on the proposed system we will need to walk further to Barrington Mall' Milton St or Colombo St and will have access to a much less frequent service.

Alternatively if we use the 114 service, we will need to wait for a connecting bus. Many journeys we are likely to make will involve transfers to other services at the Bus Station

The inconvenience and the time added to present journeys will be a disincentive to use public transport. We have been firm believers for many years in using public transport rather than our car as a means to reducing congestion on city roads

Our grandchildren, aged 9 -

16 are currently able to travel to some destinations unaccompanied using the number 15 service because they do not need to make transfers. The younger children cannot be left to make transfers on their own and will therefore lose some independence.

Having studied the plan I really can't comment. But I have found buses 20 and 22 have been so convenient to go to the city centre and to the hospital. So I hope in the future plan, these areas will be easily accessed. **support/I am not sure

x

I am glad to see that there is going to be a new bus route from Hillmorton to Barrington. Another suggestion would be that a bus also went through from Halswell, Hillmorton, then through to Riccarton as that is closest main mall that has Pak'n Save and a lot of the clothing stores that Barrington does not have. x

I catch the No 14 or 20 bus. 2 times a week, occassionally No 12, 11, 8 buses. This is a good convenient bus service, taking you to town and home again. I am an elderly person, and don't want the time waiting inconvenience from two buses to take me to town or take me home. This is my only means of transport x

I currently bus from Barrington Mall directly to Northlands Mall and back for work. I used to be able to walk to work but since the earthquake in Feburary my work place moved from my side (south) of town to North side. It has been inconvenient for me but at least at the moment I can catch the Number 11 and 8 all the way over. This change means I will have to catch 2 buses. Having a toddler means I need to get home quickly and thus change will mean it will take much longer to travel. My busing friends who take take the same bus don't like the change either. Need a bus brom Barrington Mall to Kinsley Road. ** Support/ NO Definitely not, will have to look at taking car instead. x

I have tried to travel by bus as much as possible and I have been well served by bus services through Barrington. But I do not risk going by bus if I have an appointment or deadline as I am never sure I will be picked up by the bus. Even from a stop and when signalled. I have been left behind at a stop about 6 times in the last 2 months. Always by Red bus. I have complained once with little interest from Red Bus. I missed a flight to Wellington as a result on one occassion. Also no stop handy to me from Selwyn St along Milton to Barrington. Stop is needed near Simeon x

I like having two bus services to Sydenham at 4 an hour from Barrington Mall, but with the new proposed service there will only be one and that will be hourly. This will mean having to wait perhaps a long time on a Wednesday, after I have been to craft to go to Sydenham, for that I need to get before going to other shopping centres like Northwood etc. If the Rangiora service is able to stop at Northwood, that may make it less time but at the moment that service is not able to stop there which means that I have to get either the 8 or 11 service to go there. It also will mean more getting on and off buses perhaps with a full shopping trolley. ** I normally doesn't use the bus daily but more than weekly

x

I like the idea of the #1 route, sounds good, BUT I work on the other side of the city as well as the city itself, so I use the #8 a lot. Taking services away from the central bus station makes no sense - it's central for a reason! I won't be using the buses if all the proposed changes go ahead. x

I take the bus at Barrington mall, to Huxley street, if it connects well it won't be a hassle. This would be a better way. x

I understand that revenue is being lost because not as many people are using the buses now and the service has to be made viable. On the new service, the only bus I could use to get to and from work is the No. 60 and it's a 10-15 minute walk from where I live. That may seem lame but I have more of a chance of missing the bus to work.

x

I use Route 22 from Spreydon to go to the Christchurch Hospital, Hagley Park, Museum WEA and Art Gallery (when reopened). You propose that we have to transfer to Route 120 at Selwyn St. To go another 2 km to Public hosp and amenities as above!! I don't want (being over 70) to have to clamber out of one bus into another waiting and freezing. I will take my car instead. No. 22 bus passes Glue Place (almost) Hennessy PL; Clent Lane - all big CCC Social housing complexes plus Goorfe Manning, Bishp Selwyn Lite Care, and another resthome. I see these people using No 22 Will they bother under your ill thought out, anti-social, anti elderly/ Goldcard, anti student and beneficiary proposal. Drive along the 22 bus route for yourself or better still walk it, instead of sitting in your head office penny pinching and second guessing the needs of Spreydon people. * Less than current services- Not into the old CBD- Very infrequently on the Orbiter

x

I would like to take this opportunity to thank Metro and all the bus drivers, security staff, management etc. you do a wonderful job and have been of unfailing service to us all though all the quaky and the good times. Congratulations on a superb commitment to us all. I think I am going to like most of the changes. Just a plea for the senior citizens of which I am one. Please give us good bus shelters in the winter. I love going to libraries so a few more stops outside libraries would be appreciated. Also just a hope that us gold card holders won't be too disadvantaged on the new hourly timetables. I like to be out the door by 9am so hope that will still work. So much gratitude and blessings to you all

x

I am disappointed to find that the service I currently use to travel from home to work at the hospital for an 8am start will be disappearing, and the replacement will involve a 15 minute walk to Barrington mall in the mornings.(this is without seeing a timetable at this stage to see what time buses arrive at the hospital. Surely with the current congestion in the hospital area, and the arrival of IRD to Moorhouse Ave with 500+ staff, this seems to be incongruous. I will not be catching an hourly bus from PMH to Barrington mall, to make a connection through. I do understand why these hubs have been created, but the hospital is a key destination. I will be driving to work as of the implementation of these changes.

x

I can see what you're trying to do here, but people catch the Orbiter mostly because it's so frequent. We don't need more bus connections going to Riccarton etc. I still need to get to work, and your changes will mean I'll have to walk half an hour to get to my bus stop, and then spend 2 hours on what should be a 30 minute journey.

x

Also, we're supposed to be promoting the city centre here, and it's finally starting to become interesting again (e.g. Tuam St library opening). Don't take buses away! I won't be going to the city centre anymore if not enough buses go there, especially if they stop early at night. If people aren't taking buses so often, then just reduce them to hourly during off-peak times and add a couple of new routes.

Also also, what is the point of the 114? It goes from Princess Margaret to Cashmere to Barrington?? That's a 15 minute journey if you're dawdling, and it's only going to run every hour? What is the bus doing the rest of the time? What a waste. Such a tiny, pointless journey which was already available through the orbiter and the 14.

I love using the bus, and I catch the #8 every day (the #11, #20 and orbiter often too). If you're going to make Barrington and Papanui into hubs, then at least ensure that there are enough buses connecting between them. There aren't in your plan. If there isn't a bus doing the #8 route in the future, then I will stop using the buses.

I currently use the 9,22,and 20 buses for my daily travel to and from work.

x

The changes proposed to these routes will ensure that it will now take longer for me to arrive at work in the morning and will add very significantly to my journey time in the evening. I will give the new routes a try but I think that is very likely that these changes will force me to travel by car in the future.

Route planners don't seem to have given much consideration to those of us who don't work in or regularly use the shopping malls.

I don't understand how changing our route which is busy everyday on the times I get the bus is convenient. I work in town on Hereford Street and getting 2 buses to work will put me off using buses.

x

I thought the idea of buses was for us not to drive to work or in town but I think if you change it people may consider driving.

I find the proposed changes to our bus route (22)disapointing.
Having to catch 2 buses into the city or the hospital is not encouraging when it will be quicker to go by car.
We can get to Riccarton directly by the Orbiter.

x

The Lichfield St bus exchange is great so I do hope our bus continues to go there directly.
Maybe it could then travel a route through Riccarton.
Maybe Lincoln Rd and Whiteleigh Ave.

I take the Number 22 from Barrington to Hospital 5 days a week there and back, for work.

x

Many people need this service especially those going to hospital or city .

And with the new bus route going to Riccarton, and then have to get another to city, it's going to take much longer in getting to and from work.

There are alot of elderly needing this route, and to move bus stop to Barrington MALL,would be a great inconvenience to them. They would just not be able to walk to mall.

May I suggest using smaller buses on these less popular routes.

I would definitely use the new 120 which goes past my work at the University of Canterbury.

x

Also 60 which passes several locations that I visit regularly.

If the connector services finish at 8 pm (weekday) or 6pm Sundays - how do we get home to Roker Street after a show at the Court Theater (Addington) or the Theatre Royal, Gloucester St(dus to re-open next year) or indeed any after evening function beyond Barrington? We are too old to walk long distances and would be afraid to do so late at night. Would it no be more sensible to have a hub at South city rather than Sydenham? **less/ because inappropriate or too infrequent

x

I'm surprised that the No 111 isn't running to South city terminus. There seems to be lots of buses to Sydenham Mall but no South city mall as people shop at New World, Pak'n'Save or Countdown and don't want to have to change bus preferably. The 1 bus route is great but you have to get to it first by hourly buses not 1/4 hr service. We at the moment have a 1/4 hr service. We currently get the No 14.11 and 8 as 1/4 hr service along Milton St. We will only get an hourly service 111 as I travel off peak times. **support/ Except I think 111 Westmoreland should run to South city and 1/2hourly would be better. **use not sure/ I would if 111 went to South city

x

I'm very disappointed that the #22 and #9 bus routes will be limited to the Northlands/Redwood side of town. I currently catch the first #22 bus (and there are a reasonable number of people who catch this bus!) and link up (when I can) with the first #9 bus of the day, which departs from the Park by the Hospital. If I happen to miss the #9 bus I will walk around the corner and catch the #20 bus, which gets me to work later than I want, but still means I don't have to wait for another half an hour.

x

The #22 bus is very useful as it comes quite close to where I live - but it seems that now I'll have to walk further (and in the rain and cold this is not a pleasant idea!!) to catch the only bus that seems to go near my house now!!

I have put below that I would use the proposed new routes the with the same frequency as I use the current ones - but that is because I would have absolutely no choice about this. I do not have a car - and you're basically getting rid of the bus route that goes near my house - so I will have to go further to catch a bus - and it will get me to work later than I currently do. I'm extremely unhappy about this!

It is outstanding what u have, a minor hassle to adapt to the changes, but it will be fine once that happens. communication is outstanding

x

It is really going to kill town if people will have to transfer. You should be trying to get more to the city. The way is set up now is so good, central, security, library, shelter. I hope central will still stay good. Small buses later on, please be careful to not make them too small like before, couldn't enter with prams, wheelchairs, full very quickly.

x

Not happy at all with the change to route 14.

x

Previously I could take the stop right out side my house directly into town. Now I will have to take the 114 and go >>backwards<< to Barrington Mall and then try to catch a connecting bus into town. Or walk past the stop down to Milton Street. My travelling time will likely double overall. That is less time I get to spend with my children at the end of the work day.

Not impressed.

And please don't read my answer to the question below 'Would you use the proposed new services that were relevant to you?' as any kind of endorsement of the changes - I have no choice.

Proposed route map looks a significant improvement on old routes. Route 60 in particular looks an excellent route connecting a number of places.

x

Removing this many services that go through town is a terrible idea. Many people still work in and around the central city and/or use the central exchange as the quickest way to link to another bus.

x

I understand that numbers are down etc. but surely reducing the frequency of service rather than the 'usability' of the services is a better idea?

As a result of these changes I expect that the loss in value of using the bus would decrease so much that I would have to switch back to driving. Likewise for my wife, as the number 20 bus is perfect for her the removal of this service would increase her commute by over 20 minutes meaning driving will be a far more sensible and viable option.

Support the introduction of the 10 minute interval Colombo to City service.

x

However to support this level of service, ALL stops along this route need shelters - with real time bus information.

The nearest bus stop to town is a minimum ten minute walk in driving rain etc halfway up Frankleigh St (60) or Sparks Rd (8.11). Where the heck are buses to town for those of us at the wrong end of Conway, Stanbury Ave and Tose Street? Why can't we go along Moorehouse Ave any more? You will reduce us to catching 3 buses to town with a wait for each - i.e. the unreliable Orbiter, then 8 or 11 to Sydenham, then Another! and if this sort of this is rolled out elsewhere then does it mean catching 5 buses to go anywhere else in Christchurch (via Central) and another 5 buses back (10 waits). You seem to think that no-one goes to town anymore or likes taking ages to get there. What about having to wait for multiple buses at connections especially if you toll out this stuff elsewhere. Town is a popular connection. We love #20 bus currently. We are in town in 20 min or less, it is half hourly. The route is direct and if we stay on it, it will take us to the hospital. An example for the last few weekends we've travelled to Ferrymead on buses from Spreydon. I catch #20 to central and #21 or #3 to Ferrymead. Quick and Easy. Central Station is Great. Just put a roof over it. With the changes - #22 stop is too far, also #8 and #11. We will have to wait for the unreliable orbiter, whose very unreliability makes connections dodgy. Then I'll have to catch the really slow #22 on its circuitous route from Barrington or the #8 or #11 and get off at Sydenham (who the heck wants to stop and wait there ???) to wait for a third bus. Then #21 or #3. Coming back I will no longer have an easy connection with #20. I'll have to catch #22, #8 or #11 and have a long walk from the stop to home or wait at Barrington for the unreliable orbiter. I don't want to catch the orbiter at Eastgate to go home because it is scary late at night in that area.

x

The extended route 1 is a good idea, However the local hub idea concerns me, especially with the reduced level of local services proposed which preclude the use of these as useful connecting services. The hub and spoke idea proposed will fail unless there are equivalent frequency of local connecting services which people might actually use. An hourly service is pretty near useless unless you have all day to waste.

x

The proposed routes will put more traffic on the roads not remove it. Your map of new routes show no buses going to the east to New Brighton, Sumner Halswell, Hornby and Lincoln.

x

Why a drastic reduction in routes to increase frequency on Papanui Road?

The 15min frequency should be extended to more routes. On the changes If I miss my connection @ Northlands I have wait of up to an hour for the next bus not an encouragement for me to return to the buses. Before earthquakes I used the no 10 to get to work. Times on the hour & half hour. Then someone in the office decided to change the times to ten past & twenty to the hour result instead of getting the 7.30 for an 8 o'clock start I had to use the 7.10 as the 7.40 got caught up in heavier traffic & made me late so I reverted to the car. Then you discontinued it because of reduced patronage, I can't have been the only one annoyed with the irrational time change.

The new plan is OK if you want to use your gold card for tripping around but the circular routes add to travel, not make it easier.

I use buses regularly in Wellington, their off peak frequency is 30min with 1 hour on outlying routes, you need to follow Wellington and make the day frequency 15/20min if you want to go ahead with round about ring routes

These changes will make me LESS able to get anywhere, and I will have to catch at least 3 buses just to get to work, doubling the travel time. PLEASE DON'T CHANGE THE #8 ROUTE!! Since hardly any of the routes stop at the central station I won't even be able to change buses easily. Seriously DON'T CHANGE THE #8. It's always full when I go to work in the morning!

x

These changes would be terrible! I always use the number 14 to go visit my lovely girlfriend. I would be heartbroken if the service changes. Please re-evaluate the plan so both the 12 and the 14 continue to run.

x

This will mean that the direct service to the central city from Barrington Street and directly by Somerfield school is severely reduced. There seems to be no direct way of getting to South City mall without changing buses - this is not useful for shopping. The reduced services into the city in the evening means that it is no longer an option to use the bus as a means of transport after an evening out. So people more likely to drive - possibly when they shouldn't or less likely to go to any central venue.

x

To Metro Network Consultation. This new system is crazy. If people cannot access through a central hub you will lose what can only grow. I had to leave work because of the ceasing of my connection to the industrial area around Chapmans Rd. I traveled on the No 22 and changed to No 23 alighting on Garlands Road. Now I am in part-time employment, having to be picked up, and dropped off at Garlands Road as I have health problems. This will probably finish me again.

x

Totally understand why patronage has dropped. When No. 14 was stopped/changed, I had to taxi to Barrington Mall as being in my 70's could not get all my groceries home. Using the No. 14 I went more often and spread shopping over a few days. Even going to the bank, doctor etc was a taxi ride. Now with South Library closing will need a bus more.** Weekly, but not to Barrington Mall

x

Two points: with rapid growth of suburbia, there should be a service along Lincoln Rd to Halswell and return.

x

Secondly,

there's currently no route from city to Hillmorton Hospital, which makes it difficult for both patients and their visitors, many of whom I think may not be well off financially, and who would rely on public transport.

Very disappointed that you are considering cutting all of the direct bus services from Cashmere Hills to the central city. My daughter attends school near the central city and relies on the number 12 bus to get to school some days. She currently commutes home daily on bus numbers 8, 11 or 22 depending on which arrive to the bus stop first.

x

We are putting in a submission against the proposed replacement route of Bus 22. My daughter catches this bus at the corner of Bewdley and Barrington St every morning (about 7.40am). She needs to go into the hub as she attends Catholic Cathedral College on Ferry Road. Once at the hub she catches another bus to Moorhouse Rd. This works really well and is never late for school. Under the new proposed route she would need to catch 3 buses not ideal, or have a 15 min walk to Barrington Hub! It would cost us more by catching 3 buses each way and she would need to be out of the house much earlier than 7.30 am. At her bus stop there is over 12 people riding to the hub. We strongly ask the current bus route be kept.

x

We don't like these proposed changes. As we have regular hospital visits our 22 bus is ideal. With the new proposal we face a 10 min walk to Selwyn St (we're older) or as your rep at Barrington suggested - bus 120 to Riccarton then Selwyn Star to Hospital!! I go to Merivale for appts - now 1/2 hr and I'm there, these new proposals have me taking 3 buses to get there. Much is said about the new fast service from Papanui to Central - lucky them, we in this corner of the city seem to be the ones who are having all the changes. Most inconvenient ones

x

When I look at the new plan and studied it a bit more, I was pleased about Riccarton from Littleton Rd st, goarge Manning. Many go with walkers but now to go to the city we need to change buses. At Lincoln Rd seats and shelters are needed. Please more information at all times. Meetings in mall, what buses will go to Barrington, our local shops, doc etc. Bigger numbers for sight impaired. Smaller bus good idea as long as we can take our walkers. x

Why fix what isn't broken? Having all of the busses go to one central area is fantastic - easy to make connections to other parts of the city. x

I currently take two busses (7 and 9) to get to and from work and it takes me about an hour both ways. With the proposed changes to #9 I will have to take THREE busses and it will take me much longer.

Changing the current system to bypass the bus exchange is ludicrous and it will make me use the bus much, much less because I will be driving!

With regards to the proposed new services, it appears that, with the exception of No. 60, no services pass by the Christchurch Public Hospital. Folk from most areas would need to use at least two services. Hundreds of people, like myself, need to attend outpatients departments on a regular basis and to have to leave one service at a hub and wait for another connection, particularly during the winter months would be most inconvenient. this would surely discourage bus usage in favour of cars. Presently I use the No. 20 Service. x

Would like services on Saturday to be half hourly. x
Also the two hour between buses allowance should be increased with more hourly services. As I am retired I am not affected by the new work place locations. I do like the new bus depot which is ideal for the new library and container shops /Ballantynes..

I am not sure that the hub system is going to be an attractive proposition for many travellers. We use the #11 route to visit the city, but having to change at Sydenham when one is almost at the destination, will be frustrating. Added to that there will be waiting times particularly on the return journey as buses currently coming through Papanui are frequently held up by the traffic especially in the afternoon. On a cold wet winters day the need to change will be a big turn off. I know the hub system is used overseas but hubs are not usually so close to the town centre and work better with different forms of transport eg bus to train x

I am not very happy with the proposed changes, I catch the number 8 bus on a regular basis to get me safely to and from work and now I find out you are going to up and change the route because of customer demand, I have one early morning start and two late night finishes and now I have to worry about my safety walking in the dark to and from the bus exchange. I also live in an area were there are many elderly people who use the number 8 bus service to get to the closest malls and now the bus doesnt even go near them how do you justify this? unforntunity for me I don't have a choice but to use the bus service as I don't drive. :(

x

I will soon be travelling to the CBD from Westmorland every day as I used to. The number 11 is good because I can take one bus. When the number 111 runs, I will have to take two buses or walk further. I may use the car instead.

x

I am a regular user of No 8 Halswell -

x

Belfast and am disappointed you are deciding to drop this service as it is the bus this side of town that goes to Northlands. We also have the Metrostar and No 7 Haswell -

Queenspark that can get you to The Palms by introducing the No 60 that goes to Parklands this will also go via The Palms leaving us without a bus going to Northlands.

I understand that we could get a connecting bus bus this is not always easy . As a Goldcard user

I have found that some bus drivers are very rude and are not very helpful in lowering the bus and making the trip more pleasant . I found this more of a problem since the earthquakes. I was on a bus recently when a elderly lady got on the bus the driver did not give her a chance to find a seat before he took off, if it had not been for passengers catching her she would have fallen the bus driver was not even bother by this. I think drivers make sure ALL pasengers are seated before taking off, I know they have timetables to keep to but is not passenger safety more important.

My two boys catch the number 8 bus from Halswell Road to St Bedes College every morning at 6.58am.

x

Can you tell me if this service will still be the same?

I don't like taking 2 buses. To go anywhere. Making going to chrch hospital and shopping difficult. The time limit should be extended, the 2 hours. I have the choice 3 and will become 2 with a transfer. With the timetables, make sure the buses don't all arrive at the same time.

x

: Please make it the 7 into a Halswell Road / Lincoln Road service.

x

It takes ages going through the winding streets of Westlake and Oaklands. My friends would prefer to walk to pick up the bus on the main road and have a faster trip.

I suggest the new 60 go through Aidenfield Westlake as it is already a more circuitous route

As I have moved working out of Sir William Pickering Drive, Russley if you could have the services that run more frequently so you arrive there at approx 8.30.

x

For elderly people it would be harder to go to town. We bought our house at Marion st because of the good service then, now it still isn't good enough to get into town, especially those on sparks st. I will continue taking the car, although I want to swap to the bus. The stop by the bp at frankley end of spart Rd needs a roof. Shelet. It is dreadful in the rain

x

Halswell service.

x

PLEASE CAN WE HAVE AN EXPRESS?

For residents of Halswell, Muir Park, Halswell on the Park, Kennedys Bush, Country Palms, Quarry View and residents as far away as TaiTapu (park and ride potential) the biggest negative to using the 7 bus is the huge detour through Oaklands and Westlake and Aidenfield. It takes 10 -

12 minutes min to do this dog leg and exit Halswell. In this time a car driver can be at the

Hagley Park end of Lincoln Road. Very tempting to choose car over bus. I would like to see an express Halswell to City using Halswell Road and Lincoln Road ONLY. Perhaps the new 60 route could service Aidenfield and Westlake?

There is to be a huge population increase in Halswell in the next few years -

it would be great to see many of these people on buses not in cars. To do this their bus needs to be competitive.

The 8 / 60 is slow. There is congestion at Barrington especially at peak times -

the interchange there does not cope with the traffic flow on Barrington St. It takes 38 minutes to get to the exchange - very slow route for Halswell residents when we have a direct route to the exchange on Halswell / Lincoln Road.

My kids are bus users - travelling to Merivale Schools and Boys High daily. **plus added feedback: Dear Ecan

I have already submitted feedback re Proposed New Services via the website but am sitting looking at the network map and want to comment further:

The new 1 Belfast City PMH is great - but it should be matched by a SW service to Halswell (and Tai Tapu??). Halswell is served by a number of buses but lacks an efficient competitive route into the exchange and beyond

I suggest making the 7 direct from Halswell along Halswell and Lincoln Roads. The new 60 instead could pick up Oaklands / Westlake / Aidenfield passengers. It is very undesirable for all the residents south and west of these suburbs to wind all the way through the narrow roads of O/W/A when a direct route takes a few minutes to exit Halswell.

There are several pedestrian routes in Oaklands/Westlake/Halswell to the SH73 which would allow easy access to the 7 on SH73 if they prefer.

The suburbs of Muir Park, Country Palms, Quarry View, Kennedys Bush, Halswell on the Park and potentially the thousands of new houses off Halswell Junction Road could all find a more direct route to the exchange more attractive.

I think the buses should stick as they are currently.

x

I would like to express support for the extension of the #60 route. I currently work at Princess Margaret Hospital and live close enough to walk or bike to work. Older Persons Health Services are expected to move out to Burwood Hospital within the next 5 years. I would most like to use the bus to get from Hoon Hay to Burwood, as might others who currently live in my area. Thus, the #60 extension would be great for this purpose.

x

I am happy for the changes to our buses but the No 8 is mostly a later bus than the current No 20 that i catch at Sparks Road. I specifically catch this bus as it takes me to my employment at the Hospital which i start at 8.15 am. I get off this bus at the "Old Oxford Clinic" corner and walk getting to work before 8.15 am.

x

Also the No 8 bus is mostly full by the time it gets to Sparks Road leaving no space to sit.

I would be happy with the change but the No 8 bus would need to be at Sparks Road corner at 10 to 8 as the present No 20 and No 11 buses are, not 10 past 8 as at present.

Whilst asking for suggestions would it be possible to have a bus shelter at our bus stop please. A lot of stops that no-one gets on at have shelters and there are always people at our stop and we do not have a shelter.

Thanks for the opportunity for feedback.

Lynne

PS -

The new Exchange is so much more safer. Please look at a way of keeping any new exchange a more open environment

.

I am pleased to see the reconsideration of routes. I consider more should be done to promote bus patronage - the numbers have dwindled significantly since the earthquakes.

x

Halswell beyond the Halswell shopping centre is not particularly well serviced for speedy transit direct to the city. My concern is more about morning services to the city rather than from the city at the end of the day.

It currently takes 30 plus minutes on a #7 bus and 40 plus minutes on an #8 bus to get from Halswell Junction Road to the city. This is only a 15 car ride. It would be great if consideration is given for people at the end of the service in order that they get a timely journey into town.

The proposed route changes increase the length of time for the journey on the #8 bus from Halswell.

The current route #7 and #8 both wind their way through either Aidanfield or Spreydon. If a Kennedy's Bush bus option could have a direct trip along Lincoln Road I am sure that commuter numbers would increase in the morning- even if this was to occur twice in the morning.

I currently catch the 11 or 8 into town (South City) and home again. Your new plan replaces these services with the 111 that only travels every 30 minutes during peak times and every hour outside those times. For the service to be appealing and usable/functional it should be available every 15 minutes. The new 60 also runs along Sparks Rd at 20 minute intervals (peak times) but does not take me to the Sydenham Hub. For this new system to work there needs to be a higher frequency of buses to each of the hubs. At a minimum there needs to be a bus every 15 minutes to be effective.

x

I currently prefer the current working model over your proposed alternative as it provides me with a more regular service that takes me directly to where I want to go without the need to change buses and with the knowledge that I can use one of 2 buses that travel within 15 minutes of each other. Having to wait 30 minutes for a bus is unacceptable in this day and age and is NOT an attractive alternative to using the car.

I mainly travel from Hoon Hat Road to work at the Supa Centre. The 11 bus is ideal for me as I can travel the long distance to work on one bus. In the evening I can catch either the 8 or the 11 as I stop at Barrington Mall on the way home. I can then have the option of either the 11 or the Orbiter to get home.

x

I'll have to take 2 buses to get to work and it could take 3 buses to get home it will take too long so I will most probably drive my car. This is waiting for and catching an Orbiter then the bus to the Supa Centre in the morning and waiting for various buses and travel in the evening. This will take longer than my current travel time. Will the bus wait at PMH for an Orbiter to arrive. If not there will be an even longer travel time

At the moment it takes me 50-60 mins by bus and 40 mins at the most by car. I believe that travelling under the proposed system will take longer especially when you include my two waiting times and travel in 2 buses in the morning and up to 3 waiting times and buses in the evening. I will therefore be taking the car on most days.

I hope you will cancel the changes so I can still travel by bus

I used to get the bus from Halswell (no 7) to town but now we have been relocated to Sheffield Crescent there is no suitable way for me to get to work as I would have to get 2 buses and, as it stands now, waiting an hour if I missed one. I presume the bus will still travel down Halswell Road to the new exchange, but I would have to get off at Wightleigh Ave and hope like mad the Burnside one is not running early and I miss it. There is no shelter so not at all satisfactory. I would love to go back to using the bus but at present it is just not an option as I start work at 8am and finish at 5pm. it takes me 1 hr 10 minutes to get here on a good day and same going home, so unfortunately the car wins.

x

before our business was relocated I used the bus every day for 30 plus years, now just not possible as stated above. I need a better connection option to enable me to get the bus from Wightleigh Avenue. My only option to use one bus is to travel by car to Westfield Mall and get the no 20 but that is a waste of petrol and time, not to mention parking. If we do move back to town, and the No 7 bus will still go the way it does not that would be good as it means I will only need to get one bus.

It would be helpful if you made a bus that goes through the 7 Halswell route and then goes past the town and down the 22 Redwood route. As I have to bus to school at 6.50 in the morning to get to school on time
PLEASE DO BRING IN THE N. 60 SERVICE VERY SOON, Present schedules for hospital insane!!! + Can you consider staff finishing at 11:30pm please. Many live in Hoon Hay and Halswell

x

x

Please leave the buses as they are at the moment.

x

I currently catch 2 buses a day to get to work - the 11 and the 5. Under the new scheme it will be 3 buses. It already takes me on average 45 minutes to get to work. It will take longer if I am going to be waiting for connections and buses going a less direct way to town. I already waste enough time at bus stops.

I really like how the no 11 comes up Hoon Hay Road and then after Barrington Mall straight up Milton Street to Colombo Street to the Bus Exchange.

In the evenings I stop at Barrington Mall and can catch the 8 from the Exchange. Again my first choice for travel to Hoon Hay Road is the 11 bus. I only attempt to catch an Orbiter if the 11 has just gone.

I do catch the Orbiter when I need to travel to Lincoln Road for meetings but generally as it often gets caught up in the traffic during peak travel times and can run very late. I do not want the Orbiter to be my only option. I have been late for meetings because the Orbiter is late and there is a long gap between buses. In the evening around 5pm I have waited 40 minutes for a bus that is meant to go every 10 minutes. I was going from Hoon Hay Road to Riccarton Mall. Other waiting times have been between 15 - 25 minutes during the week for a supposedly 10 minute service. The bus drivers are doing their best but are caught up in the traffic.

I also enjoy going to Rangiora and travel back to the Exchange to catch either the 11 or the 20 home.

I recall in the 1990's the smaller bus experiment was tried and it was a disaster. The mini vans were awful and an unpleasant travelling experience.

I have used the bus service to travel to work ever since I moved to Christchurch in 1989. Where ever I have lived I have a

Thanks for the info on proposed bus routes.

x

I need a bus service that goes to the Airport, where is that please. Note I mean a daily service at CHC local prices, not a tourist bus service.

The closest proposed new service would appear to be the 120 Burnside - Riccarton - Barrington service. Please advise why this doesn't go to the Airport given it would only be 1-2 km away from Sir William Pickering Drive.

Please advise how this could be changed to include the airport.

The proposed change to 60 parklands bus should have the final destination of Halswell. Being Parklands-city-Haswell. Not Parklands-city-Hillmorton as printed in the new metro handout.

x

What has happened to the bus route from Broadoaks through Beckenham? I used this frequently to get my children to school until we had to move out of our house post earthquake but would want to be able to use this route again when we move back into the area once our house has been rebuilt.

x

Don't understand the proposed change to the 15 route, it should still AT LEAST get to the central exchange before turning around. I use this bus daily and EVERY passenger I see gets off and on within this city, well past Sydenham. It's only a 3 minute further journey for the bus, so I don't see why it shouldn't make it all the way into the city. There are plenty of working people/students/elderly that use this service, and I'm unsure as to what everyone who uses this service is supposed to do if it only goes as far as Sydenham. Get two buses? That then turns what can be a 9 minute car ride into a 30+ minute, multi-bus journey. If these changes occur, I will no longer be able to bus and will have to use my own vehicle, and I think I would not be alone in this. So if the service is going to be cut down to hourly, it should still make it into the city, as that is where ALL THE PASSENGERS are going! These changes definitely need a re-think and passenger consultation.

x

I don't like the idea of having to change busses at northlands mall in the winter when currently my service is a single bus.

x

I think as a whole the changes look promising but Christchurch might be just a bit too small for a multi hub bus system to work properly and efficiently. Some changes to the proposal, I would suggest, would be to combine the small runs together in to one run aka instead of 131, 132, 133 have it as one big run the 130 or something. My other concern is with the operators of the runs, currently leopard having 36% and red bus and go bus both having around 30% on the current tenders. My understanding is that the new runs won't be retendered rather rolled on to the respective operator. So by my calculations which could be wrong will mean that go bus will get the number 1 route which will need more buses and have a lot more trips then the current northern star tender. That will boost go buses % up and leopards % down and so on with other routes which means leopard will lose out big time while go bus will win. To me that does not seem fair not when the tenders roll over as suddenly one company losses some runs and another gains when the run did not get tendered and the old operator was meeting the conditions of the tender. So I would like to see the runs either fully tendered or for the ratios of trips to be kept the same.

x

I am disgusted with the proposed changes.

x

How crazy are you people? No buses in town??? What happened to this getting back on our feet??? Not going to happen if people cannot build up their confidence to get back into town!

I for one am very excited when I see my CBD new and refreshed you would think that Metro would be all over that!!!

This initial confidence for most people will be to use alternate methods of transport into the CBD. Even when things are back up and running, remember it does cost ALOT to park your car in town if your lucky to find a car park! Think of the \$\$ \$!

Also please remember the tourists that WILL come back and are here in Christchurch, how easy it is for them to catch a bus from Burnside, which is close to the airport to explore our CBD. Some businesses are actually back in there as you know since our "Bus Station" is located there. (BTW Bus exchange is much better, it doesn't even look like a "Station")

I used to live in Burnside and my family still do and the proposed new route is out to inconvenience ALOT of people.

In conclusion keep the plan the way it is, have a serious think about what you are proposing in the future.

Anything that is going to increase the frequency of buses is an improvement. If the frequency of the buses and their destinations will offer me a quicker and more direct journey then I will use them. In order to add value the changes I would like to see the Hubs support interconnectivity with other forms of transport such as cycling. This may be for example through the provision of bicycle lock ups similar to those provided by the Bus Exchange prior to the earthquakes:

x

- Lockable, covered storage for bikes and equipment

Dear Sir/ Madam, I have been made aware of the proposed changes to bus services linking Wooded and Rangiora. As I understand it, there will no longer be a direct link and users will need to go via Kaiapo. I am very concerned about the impact on patients who live in Woodend and see me at my branch practise in Rangiora. Instead of a journey of just a few minutes, having to go through Kaiapoi and having to transit there for extended periods of time will make it extremely difficult, particularly as some of them have very poor vision. I do not support the proposed changes and request that the Woodend-Rangiora service remains. Yours sincerely

I am well served by buses BUT surely worry about safety of bus opposite Westfield Mall, a dangerous road to cross... If a hub is created perhaps it could be on a space next a pedestrian crossing. A building on corner of Riccarton Rd one Division (?) St has been demolished and this would be ideal. Or the vacant lot on corner of Riccarton and Matipo St. You need to see the old and young passengers dicing with death as they cross from the present bus stop to the mall.

x

I do not support the new changes at all, I am a very frequent user of the bus system and your proposal simply sounds convenient to you moneywise rather than the public, with this new plan my bus, the 11 would be coming LESS often, and it would involve A LOT more hassle getting to where I need to go. Many others I share bus stops with also think the same. Christchurch has too much to worry about without having to get used to this too, not to mention what will happen to all the drivers you'll no longer need ?!

x

I live in Stratford Street. There would be no buses near here. At present I can get the bus to Riccarton up to Merivale. Either way

x

In general I am quite relaxed about the proposed changes. However I would like to make the following submissions:

x

- 1) The proposed interchanges MUST be set off the main roads. I would not like to have to make a quick trip across a rush hour Riccarton Rd or Colombo St.
- 2) Any interchange at Northlands to the Orbitor must be quick and easy if it is to attract passengers from the north bound for the University.
- 3) Why not run alternate off-peak trips from Rangiora to Kaiapoi via Woodend? This would provide Woodend residents with access to their regional shopping centre.
- 4) There are multiple bus route numbers for Bishopdale-Northlands-Palms-Marshland and for Casebrook-Northlands-Wairekei. Why not give these two routes a number each, say 131 and 108. This then would equate with the 120 used for the Burnside-Riccarton-Barrington route.

The current routes are useless. Go to Byron Street near the Armour Guard office and look at all the parked cars - nobody south of Moorehouse catches the bus. Also look at Treffers Road in the Wigram industrial area - you can't get a park after 7:30am and no buses even go there, despite it being a work area for hundreds of people.

x

Why change a service that works well? This service is wonderful to visit hospital patients and to get to town. Any changes will make it difficult for students to get to and from the university from the other side of the city. There is already a bus service from the university that passes via Tower Junction to get to Barrington.

x

I disagree with the proposed bus route 114.

X

This will divert residents of Cashmere Hills towards Barrington, instead of a direct route to the city centre.

There is only one transfer available between the start and end of the route (proposed bus route 1). This will result in a three stage journey for many people, increasing travel time.

Furthermore, it is also decreasing the frequency of buses in the Cashmere area, with only one service available per hour outside peak traffic.

Buses stop at bus stops if people are waiting. People can miss out because they don't stop and sometimes have a long wait for the next one. I hope buses still go from Mall to Mall. I think the Comet is just great and have gone on it a few times.

x

I think that is just a waste of time and cost to the ratepayers in Christchurch and operators when the system works very well at present. I think it is time that some of this money was spent on ADVERTISING and promoting the buses rather than change to justify someone's position. I consider myself as a regular bus user and would prefer to use my car when I would have to catch THREE buses to get from side of town to the other whereas as it's currently I only have to catch two on present system.

x

ADVERTISING the fact that you cannot run a car for \$2.30 per trip may provide the extra patronage that you are looking for and also help STOP pollution that you all talk about by taking these cars off the road.

I used to use the bus 4 times a week prior to the Sept 4th EQ as I worked in the CBD.

x

We relocated to Addington and I tried the Orbiter a few times but early in the morning the bus would go past filled with kids.

I really am impressed to see the new bus routes especially route 120 which I will be keen to try. Could it be a bike bus as well? Well done on adjusting to the new business hubs

I would like to know why the route to Rolleston was not in this review.

x

Prior to Nov 2010, we had a bus Rolleston to city each half an hour 7.15am, 7.45am and another one at 7.30am. While I understand that an extra bus runs along as the bus at similar times, it only goes to Hornby. Our boys go to school at CBHS, and when catching the 7.50am it takes nearly an hour to get to school, and currently the bus is only going as far as Riccarton Mall, not further up Riccarton Rd as it has previously done.

The bus only travels at 50km up Waterloo Rd, why is this as it is open road with a 100km???

We are both in our 70's and relocated from Kate Sheppard Retirement Village. At present we travel mostly by car, with occasional bus use. We can see this being reversed in the near future, but where we are now permanently living bus use is extremely limited as it is too far to the nearest bus stop. Delamain where we reside is very much a mixed residential area - with a lot of new residents being elderly.

x

Could 83 loop into Jarnac Blvd ?

Could 84 loop into Jarnac Blvd ? [Carmen & Masham, between Buchanans and Yaldhurst has virtually no residential footages contributing directly to bus usage]

Could the proposed Darfield service loop into the Delamain area ?

When re-

instated could the Shuttle include Rolleston Ave [Museum / Art Centre area] and the Central Station, wherever it is located ? Very convenient for the elderly.

x

1. 1 Rangiora-Kaiapoi-City-PMH

x

Please list pick up/drop off points from Belfast to Rangiora and return

2. 1 Rangiora-Kaiapoi-City-PMH

x

Will the colour of the bus remain Blue? When in another colour scheme it is difficult to confirm the bus number following behind a truck at 60kmh

3."How often do you use the bus?" 2-3 times per week, occasionally up to 5

Also use "Comet" to Hornby Hub, then to Halswell and #8 to Belfast

BUT WHY the changes before the hub is built at Papanui The Hornby Hub is brilliant. It is not very safe attempting to cross the Main North Rd at Northlands to catch the Orbiter to The Palms

I currently catch the 22 (Redwood) to Hagley High School from top end Grimseys Rd. With the new service it would mean I have to catch 3 buses instead of the one. It takes almost an hour at the moment. I hate to think how long it will take to catch 2 more connecting buses(3 buses altogether). I couldn't even catch the Main North Road 1 as it is no stops after or before Belfast.

x

I have two children who twice daily use the number 8 bus to get to and from their school (Casebrook Intermediate).
Bussing would no longer be an option for my children and the others from Belfast that attend Casebrook, should the proposal to get rid of Number 8 go ahead. Even running this route 7-9am and 2.30 - 4.30pm only would be beneficial to both Metro and the school children needing it. KEEP THE NUMBER 8!!!!!!!!!!!!!!!

x

I really like the new no 1 service running every 10- 15 minutes and the route it travels and don't like the 11 and 12 merging into the 17 but in general I like the changes.

x

I would like the 22/122 to run half hourly on the weekends

x

I would like to ask a couple of questions about the proposed new 1 route.

x

When you say the Rangiora buses will pick up and drop off at Belfast do you mean all of Belfast, or just one stop?
Could you please advise me if this service currently runs on time most of the time or runs late? I would hope you would have reasonably accurate data on this.

My submission is:

x

1) The proposed changes do nothing to address the need for cross town services from the NW to the SW of the City to provide transport choice and address traffic congestion along these routes (e.g..Blighs/ Idris Straven, Greers/ Clyde, Highsted/ Farrington/ Graemes etc).

2) The proposed local services will mean that a additional change of bus will be required for all passengers other than those utilising stops along the "core routes". In other words, instead of changing at Central Station, passengers from the NW will need to change twice if they wish to utilise services other than those travelling towards Princess Margaret.

3) The proposed local services end too early in the evening compared with the existing services, and this will disadvantage people working or shopping later, or out for the evening. Local services should all run up to at least 10pm, and ideally till 11pm.

4) There is no indication that the excellent bike racks on the 11, 14, 15, and Comet routes will be retained on the new local routes, or indeed whether these will be provided on the new "high frequency" services. These have been a great innovation and should be retained.

5) Services from the NW have always been Northlands and or City Centre centric, and do not provide cross town services for Casebrook, Bishopdale, and Burnside people wishing to access local facilities such as Bishopdale Mall and schools. For example, it would be useful to have at least one of the proposed new local routes travel down the full length of Highsted Road (which has become something of an arterial route) to Bishopdale (and perhaps beyond) as this would traverse a significant catchment and provide useful linkages to both the Mall, and schools in the area.

6) It is difficult to understand why one of the proposed services (17) has been routed down Gardiners Road from Northwood when there are virtually no residents along this road. It might be better to ditch this service, and replace it with one down Hussey's road through Northwood and into the City via Main North Road, and reinstate the old 14 route from Bishopdale Mall.

7) Bus patronage will only increase overall if the services are made more attractive and more emphasis is placed on travel demand management, particularly around major destinations/ employment centres. Virtually no work has been done on this since the earthquakes, and it is high time that ECAN and CCC implemented the Greater Christchurch Travel Demand Management Strategy to address congestion and parking issues around the city. ***Plus extra feedback/ Further to my earlier comments. These proposed changes will not address post earthquake changes in travel patterns, and the lack

The #22 Redwood currently goes via the Hospital to Spreydon--from one suburb to another. I thought the point of the changes was to go from one suburb to another. Making it a 'feeder' bus with a change at Northlands, inconveniences many people especially older people who no longer drive and also have appointments at the Hospital. I also feel that having a 'hub' at Northlands will just add to the current congestion around this area.

x

We like the 11 and the 8 as it gets us home and is quite direct plus I use the 8 to get to belfast quite oftern. I am not sure how the new service will work for us. x

Would be great for a new bus route to be thought up that travels from belfast/northwood area to the Palms/shirley area. The problem is that as living in northwood myself, having to catch two buses in the morning and two in the afternoon takes abit of time and is a hassle. Please consider. Thanks x

: I wish to strongly object to the changes to the number 8 bus that goes through Regents Park. My daughter is currently at Marian College and already has to leave home at 7.15am in order to get to school. She catches 2 buses -1 from home to the exchange and then another from the exchange to Marian College. Under the proposals she would need to catch 3 buses, which is totally unacceptable. The current system also only gives 1 free transfer. What happens when more than 1 transfer is needed? If this goes ahead we will need to look at other forms of transport and will definately not be using the metro bus system. I know that there are others that will also be doing the same. x

As I do not drive I have always used regularly our bus service. As I still support the City Centre I wish to get there quickly and efficiently. I now have a gold card, I have always worked in town and in later years had the Art Centre Shops as my craft outlet (3 shops). I would still love that Wairakei Rd (9) bus - it serves us for hospital visiting etc. - Town - events at Hagley Park for this new phase we have due to quakes. For older people especially this 2 bus service to town will be off putting. The Art Gallery and library will be on stream in year - 18 months which is also drawcards for people looking ahead x x

As we go into town once a week, we will now have to ride two buses to achieve this. Also if we want to go to the Riccarton Mall we need to ride three buses to achieve this going via the city centre. x

At the moment we have a great bus service in Christchurch. Maybe if we had local people running Ecan, these changes wouldn't be happening. We had everything operated from 2 hubs (one in Bealey Av and the other in Hagley Av) after the earthquake and that was okay, we put up with it because under the circumstances it was a good service, but why now. I can get a bus at my gate and go right to Hagley High at night without any bus change, if I have to start changing buses, I will be using other forms or transport for night time trips. The metro bus service isn't broken so don't fix it. x

bus 17 - if this replaces bus 11 we would like to ensure their are adequate stops along Gardiners Road. Currently the bus 11 stop is just around the corner for us and we would like one of the stops on Gardiners Road to be near the Claridges Rd intersection x

Currently, I can get to my various central destinations on one bus. Now I need two for every destination. x
Would support current routes with less frequency and/or smaller buses.

Disappointed losing what we had but I understand the need for change. I am worried about the people who can't walk to the stops like us. I can still get to where I want with this but for how long and not everyone can. The transfer is a bit scary. To go see my son it I also have two buses instead of one. We'll wait and see how it will work in practise.

X

During the past four years my wife and I have needed several stays in hospital in addition to regular attendance at clinics, etc. As car parking is diabolical at the hospital we considered ourselves lucky to have a direct bus service (no 22), we are extremely disappointed to see that this service is to be cancelled. Looking at the map it appears that little thought has been given to hospital patients and visitors. The hospital should be a major transport hub because changing buses is not a popular way of travelling. As many bus routes as possible should pass the hospital fairly regularly as far as hospital visiting hours. * Yes/ support, in general yes but more thought is needed our hospital services. > Same, Only if our direct hospital service is reinstated - otherwise taxis

x

Extend the Comet to #122 Route

Good day,

X

I have some recommendations that I think should be considered.

1. The amount of services that have been cut to the central city is too much, especially around some of the populated north western areas. There will be a large number of people wanting to use public transport once the rebuild begins, if these people need to transfer to another bus during their journey to the city they will choose to use other forms of transport equalling lost income.
2. Instead of cutting these services to and from the city, could consideration be given to run these services during rush hours only i.e. 7.00am - 10.00am & 4.00pm - 6.00pm?
3. People will only use the service if it is convenient and doesn't take up too much of ones day. I believe you will lose more customers than you will gain. I know in my circumstance I will consider taking my car if these changes become a reality.

Sincerely

Have been talking to some people that use this service and they are not understanding the new proposed changes some think they will still have the number 8 running and number1 service is a new route and don't know that they will lose that Casebrook link. The link to Casebrook does meet the workers and school children needs and will do so in the near future due to more housing. Please can we have that number 108 come to Belfast end you can do this in the peak times because there will be over loading, buses miss out passengers. Shorten that route on off peak people can then use the number 1 > Please reconsider !!

x

Have to take even more buses to get to school. :(

x

Have to use 2 buses - so double fares. Closest bus stop too far away. Bus is not near my school

x

Have you had anyone surveyed on these buses while people are travelling on them then doing a postal drop that would be better. I use the #8 Casebrook at 8.12am by the time it gets to Casebrook Intermediate it is almost full with Papanui High ,Casebrook, St Beads to name a few. Next year my daughter will be starting at Casebrook because she, and quite a few children, wants to leave Belfast School because now they would have to catch two buses where there was no need to but NOW, it would be more beneficial if the #108 started at Factory Rd where there is already a stop there. So please can you think about doing that in peak times before and after school. A lot of children use that #8. Would hate to have children stuck at a school where they are bully because they have no other choice

x

Hi – yesterday my wife submitted an objection to proposed changes to bus route 14 which I agree with entirely. However she failed to also include the following reason for retaining the status quo – one which we both feel very passionately about. Our son uses the 14 bus to get to and from Papanui High School from our house in Gardiners Road. Moving the bus away from Gardiners Road not only means he will now not only need to walk further to catch the closest bus that goes down Sawyers Arms Road, but also once a day must cross such a busy road with no traffic controls at peak traffic time.

x

Currently he (and many of his friends that catch that same bus) only needs to cross Gardiners Road, while still busy it is a much quieter road than either of the above. However the proposed change will force them all to cross a busier road, every day, and in our sons case it will be Sawyers Arms Road in the morning which at that time of the day near the Gardiners Road intersection is deadly – check the crash statistics, many of which were compiled before the new childcare centre was opened on that corner, exacerbating the situation even further.

I realise the recent change in road rules may mean that the bus also has difficulty at that intersection when travelling towards town. However this is many times safer than forcing passengers to cross this road in order to catch the bus, or return from it.

The 14 bus has already been tinkered with once before and we objected to it then. This change (where the 14 and 15 meet outside Bishopdale Mall then both turn round and go back the other way rather than both just continuing on!) seemed to make no sense and possibly resulted in a reduction in usage itself. I urge you to both retain the current route and reverse that change as well.

Kind regards,

Hi there

x

Agree with the proposed changes - will certainly be good for us

how disappointing to see our good service to the city reduced as a feeder service. I do not want to go to Northlands and wait in uncertain weather. This will mean more use of the car. There will be increasing road use by buses along Papanui Rd Too! Why is it that areas such as Kaiapoi and Rangiora have better access to the city than Redwood residents who pay more rates because we live in the city ??

x

I am a student at Marian College and we have recently relocated because of the earthquakes. Already I need to catch two buses at a time, and now I will have to catch three if these changes go ahead. By having to bus, my day gets very long and I do not get home until 4:30 and I have a choice of multiple buses. If it goes ahead, I will have no choice into what bus I take and have to change over buses again which means I would catch three plus buses and wouldn't get home until even later. It is already hard to fit in everything getting home at the time I do. Already when I catch the bus, the 22, 12 and 8 get very packed down Papanui road. With the new changes, there will only be one bus going down there and therefore, the bus would be very packed. It is already a struggle to get to school on time for many people from Marian College and with the new changes, it would be even harder. I know people that have to catch a bus at 6:30am to get to school on time. If the changes go ahead, they will have to get an even earlier bus and then change over. With the buses being packed, will the driver not pick us up as currently it happens? How long would we then have to wait for another bus and what if that one is packed and won't stop?!!!!!!!!!!!!

x

I am very concerned that metro Buses have decided to stop the number 8 bus without consultation of the Belfast community I believe that this is going to disadvantage the Belfast community and especially the Children that will be attending casebook Intermediate and papanui high as well as other schools that rely on the number 8 Bus to get them to school and work on a daily basis, I would like to propose that number 108 route be stated at factory road where there is an existing bus stop instead of starting it at Styx mill as proposed. In my opinion this is not in the best interest of our community.

x

I catch the bus every day to school from near my house to Hagley. It means that if the changes happen I have to take 3 buses to school and I wouldn't probably get to school on time. So my mum will have to take me in the car which is very expensive for us and makes things awkward as my little sister goes to the privacy school just down the road. So the timing to drop us both of at the right times don't work for my mum. She's not sure what she would do if they happen. ** Use/ NO

x

I dislike the proposed changes, because to get to school and back I would have to get 4 busses just to get there. I prefer the 1 1/2 hour trip I have on 2 busses than probably more time for four busses.

x

I live in Harewood and my children take the #9 bus to school which is a direct route and only requires 1 bus. Your proposed changes removes any direct bus route from home to school which is a concern to me. Also funnelling buses to go onto Papanui Road and change to the #1 bus will make it difficult for my children and end up with congested buses over a small part of the journey into town. This will lead to reduced volumes and lower usage of the services.

x

I need to go to the Heart of Christchurch to the libraries, Alice in Videoland, other part of Christchurch. Where I live no bus goes direct from Papanui Rd to others areas and we have more change because 10,14,45 et over the years was good and bad run late, public SAFETY not good, I am a student at CPIT and CPIT City Campus, Cpit connect Bishopdale, like the comet bus to Hornby and Northlands and More loss to 14 and 15 changes to the bus service with ecan budget cuts is not good for all users of the bus service who need it for work, education, clubs, help services, health services, court service like dia, winz court, lawyers, ccc, Hereford Rd etc, ..., shopping, mall and the bus service is not to the airport for people who want to go down papanui rd via Harewood Rd. Course can be at 6pm to 9pm but the bus to go home have finished at Hornby for the night. Need Metro Taxi's and Metro after hours service for who work and Education Late at night.
**use/ No, need to be direct to travel

x x

I strongly object to the fact that it will not be possible to travel by bus directly to the city as we can do at present from Grampian Street. It seems that we would have to dismount at Northlands, then continue the trip on another bus to town. This would be No1 (Belfast - City - Princess Margaret Hospital). As an older person I consider this to be most unpracticable, especially on wet days.

x

I think it would be a good suggestion. If the orbiter were to continue further up Main North Rd as far as Daniels Rd or Prestons Rd then through Grimseys Rd and through to Philpotts Rd and on to the Palms as it does now. Then on the return trip cut through the express way and up Grimseys Rd and cut through Daniels Rd or Prestons Rd on to the Main Northe Rd and back to Northlands Mall etc. There are no bus stops to loose on the express way (Queen Elizabeth Drive). It would mean that passengers would not have to change buses to get up to Redwood area and could then travel to all the MALLS on one bus.

x

I understand the need to change the current bus routes because of the movement of business out into the suburbs. However there are other things to consider that have not changed. My daughter attends school along one of the bus routes and with the changes she would need to catch 2 buses to get home which I find totally inconvenient. I would like you to maintain the No 9 bus at least for the times around 8am amd 3.30pm when kids are going to and from school

x

I agree with the implementation of hubs; this is done very successfully overseas and would suit the layout of Christchurch presently and going forward.

x

I have two objections to the present plans.

Firstly, and most importantly, the proposed operating hours are far too restrictive. If the ending of a service at 8pm is considered, the vast majority of users working at shopping malls on Thursday and Friday would be significantly disadvantaged. Northlands, The Palms, and Westfield Riccarton close at 9pm on both nights. As such, it would not be uncommon for workers to finish their shifts at 9:30 (as I do myself), and many (if not most) would be quite uncomfortable walking up to half an hour from the closest bus stop still operating to their home. This would also be very inconvenient to anyone attending evening events -

not just parties, but shows, concerts, rehearsals, even university/polytech exams, which are often held from 7pm on weeknights. I suggest that all services continue until at least 10pm on weeknights (especially Thursday and Friday), and 11pm on Saturday, keeping the timetables relatively in line with many of the services in the areas affected. I also feel that cutting services down to hourly rather than half-hourly will also discourage use, as customers will be disinclined to wait for an hour to travel a comparatively short distance.

Secondly, I feel there is a possibility for confusion with the bus route numbers changing at each hub (e.g. the 108 becoming 109, and the 122 becoming the Comet). I feel combining the connecting routes would be clearer (e.g., 108 being Wairakei-Northlands-Casebrook, or the Comet simply extending to Redwood).

As another suggestion, I think a South City Hub would be more useful than a Sydenham Hub, but I understand the rationale for this, given South City's proximity to whatever central exchange there may be.

I am not convinced a hub at Northlands is a good idea. To get from the top end of Harewood Road to Merivale or City South will take a lot longer than with the direct no 10 we used to have or the number 9.

x

The buses are backtracking along a very busy Papanui and Main North Road and would need dedicated bus routes all day to make this feasible. Then there is the delay waiting for another bus and getting on and off buses which is an issue for the disabled and elderly.

As a bus user I support the proposed changes to the bus system. The proposed new route appear very good, straight down the Main North Road to Papanui Rd, to the City and to Princess Margaret Hospital, and a 15 minute frequency which is excellent through the day - will the travelling time down Papanui Rd, to the City and to Princess Margaret Hospital still be about the same time- as there will be less passengers on the way- but this will be balanced by the 15 minute frequency? The proposal of suburban hubs sounds very good- especially the aim of comfy friendly well lit internal hubs.

As regards the Waimakaiki Network proposed new services (currently the Northern Star buses) it is stated in your metro pamphlet change is Coming that these buses will not be putting down passengers before Belfast and will not be picking up passengers after Belfast. I believe that would be very workable to be able to pick up passengers at all stops in Belfast and to be able to put passengers down at all stops in Belfast. This would be an extra 5-6 stops on each side of the road in Belfast. At present passenger can only be dropped in Belfast at Factory Road, and after Factory Rd . and picked up in Belfast (going outwards) only to Factory Rd (coming from beyond Belfast). I believe this would be very suitable, especially at off peak times and on the weekends, as these buses are not always full, Going through Belfast, sometimes not ½ full. I believe this fuller use of the Waimakaiki Network buses would be more sustainable and economic in the long sun – see my previous submission to Environment Canterbury Passenger Services Sector when the full Northern Star Service to Belfast was stopped. When there was a full Northern Star bus service to Belfast, it worked well and consistently. Also I believe particularly at this point in time in Canterbury, we have to have all services (not only bus services) working in the most positive capacity possible to be long term effective, and to be of maximum benefit to everyone – the bus companies, the council, the interconnecting communities, organisations, shopping centres, passengers, after the major quake changes, so that Christchurch can return eventually very ably to where it once was.

I believe the Metro Star, Orbiter and Comet bus services are excellent interconnecting routes and I hope they can remain the same.

It is very positive to see a proposed very frequent Cranford Street bus service which connects to Northlands, as Belfast passengers have had a good connection to this service.

Me again just reading the mailer Better bus routes begin later this year it sound that you have already set the wheels rolling and you are not going to listen to the community of Belfast. I will be ringing my MP next week to see what can be done . The proposed changes will take Belfast backwards not forwards to the future

My concerns are that during the school holidays the Rangiora to Belfast bus will be full. Actually overfilled, mothers with prams who will want to go shopping when the kids also want to go to the mall. It is good that you're taking off the running empty buses at Papanui. Additionally the Rangiora Bus drivers are bad, rude and rough driving. And in general Bus drivers do what they like so you can timetable routes and stops, but they won't work because in the end the drivers have to follow them and they don't. They won't do what you put on paper.

x

My daughter attends Casebrook Intermediate School and catches the No. 8 bus (Cavendish Road) home some afternoons. If this service is stopped she will have to get to Northlands mall and then get a bus to Belfast from there. This is not practical and means going further to get a bus home.

x

Nr 8 is perfect for a teenager to go to school. Now I have to check that he actually gets to school. Concerns about the transfer and the wait. Please line it up well.

x

Personally I believe we shouldn't be cutting back on direct bus routes which travel into the city. Although less people are working in town at the moment ,this will change rather ravidly as businesses begin to reopen and the city begins to be rebuilt. Many people still use direct bus services to get into town from suburbs, such as my self. I use number 9 or 14 bus to get to the polytechnic. Removing these services will result in me having to catch an extra 2 buses, and back tacking a lot of the way. This will put me off busing. We need to keep or make sure there a still many buses in suburbs such as bishopdale that have a direct route into the city.

x

Really annoying and now I'm going to be late to school because of you. Please don't change the bus routes I will be soooooo upset if you do. It will just make my life a hole lot harder. Please listen !!!!!!!!!!!!!!!!

x

Really unhappy about the proposed changes as I catch the 22 from Redwood to Spreydon every week and if that route changes I will have to take the car instead. I don't want to do that as it is way more expensive, but I would have no choice, Also if the people at Chrch are to believe what the Authoroties say and we are supposedly going to have a town again, why take the bus routes away from town. But putting that aside as I said I would have to take the car if te route changes which is highly annoying. ** use/ Not at all as the bus stop I would go to is not near walking distance.

x

Reject proposed changes to route 14. They will make our life more difficult and the changes will result in the bus service meeting our needs less and most likely we will take the car rather than the bus. Changes will discourage our bus usage and bring less options for us - bus routes 14/10/15. Previously changes also impacted on our usage and we already changed some usage behaviour, using buses less as less convenient routes/times/and linkages. Please retain a bus on Gardiners going to/from Northlands. ** plus add in from double entry: The bus planned to go down Sawyers Arms Road is not convenient as it poses an increased risk to safety and we would make alternative plans to avoid this risk. It is a very busy and dangerous road to cross as a pedestrian, especially during peak times and during dark winter mornings. The changes you propose are not solutions and give us even less options than we had before for travelling in the suburbs!

x

Since removing the number 10 from Airport to city, there is no straightforward route from anywhere along Harewood Road to Merivale or anywhere down Papanui Road.

x

One can take the Comet to Northlands, traverse the busy Main North Road and then find a bus heading down Papanui Road but this can be inconvenient especially in bad weather.

I note that in options further down this form for current routes the Comet isn't even listed so cannot even answer form completely.

some of the changes are ok except how come there is no bus coming down Gardiners rd at Harewood rd end

x

I always get the number 14 that comes along Gardiners Rd at the moment and I find that route good

Thank you for this information. At first I thought that the buses would pick up only on the Main North Road. I was very unhappy about this as the elderly would be unable to feel safe when crossing from northwood. The vehicles are so fast and crossing Main North Road is a challenge even for me. There is no half way area to give pedestrians a half way safety stop- what next. The position of the covered Bus stop (the last before leaving Northwood for the city. **Use/ one a week

x

That the Northwood bus No17 finishes at Belfast New World. I need Buses on route No 108 connect on to the Supa Centre as they do now giving a greater number of residents contact with this shopping area and not hurry to cross the road to Northlands Mall. That consideration be given to real service from Rangiora to Rolleston with Bus Depot on the old Saleyards site with buses then able to service a greater area of Christchurch in all directions. The Kaiapoi Belfast have plenty areas close by. Same with Fendelton and Hornby: there are only 2 trains using the nul at morning time. Alpine Express and Coastal Express. So that a quick and frequent service could be given then and the same in the afternoons with a reduced timetable cleaning the day. I have one waitress who travel to christchurch city for work and some that travel both to Rangiora and Rolleston for work. So this service could work both ways after the sceeburey tine is all nearby in place. Larger more visable bus numbers would make it easier for us elderly patrons to signal the appropriate bus to stop for us.

The current No 8 and 11 bus routes and timetables are the best we have ever had and are most satisfactory. The proposal to change these routes and selete services and the forced transfer at Northlands will cause extreme difficulties. The change to only hourly services between 9am and 3pm will cause further difficulties. The worst of these proposed intentions would be the forced transfer at Northlands. If these changes go ahead especially the forced transfer at Northlands then I, my family and friends will be forced to travel by alternative transport. We plead with you not to carry out these changes, especially the forced transfer at Northlands

x

The new bus proposed seems reasonable to me, except that as I go for hospital appointments every 3 months, (I'm 81, don't drive and have heart problems) I can't see any bus from this area going into the hospital. I went to Northlands this morning and the girl on duty told me I could get a bus to Gloucester Street and walk from there to the hospital, or walk to the foodstuffs stop and catch the Orbiter to Riccarton, where I could catch a bus to the hospital. Neither of the two suitable as I can't walk against the wind or if it's raining. I would be drenched. Would the Metro Network run a shuttle from town to the hospital?

x

The proposed changes removes the direct bus from home to school. I currently catch the number 9 bus from Wairakei Road to Rangi Ruru School which is safe and convenient. I am worried about the proposed change to get off the 109 and onto the 1 bus on a very busy road.

x

The Replacement of 8,11,12&22 bus would stop me being able to get from my home into the city. The 12 at the moment goes straight down main north road and thus making it the easiest way to get into town and back, if I catch the bus it is to get into town but if these changes are made I won't be able to get into the city by public transport. The only option with the new services is to bus to northlands and then catch the 112 but that is not a direct path to town. The only other option would be the 1 bus which if it is an express like the 91 can not be caught from the redwood section of main north road. x

The service at the moment to Northwood is fairly good. The new service would cut down the choice from 3 buses to 2. x
The only reliable service would be the No1 as the 17 is not convenient, takes longer, is deduced service at weekends. This doesn't seem an improvement to the service for our area. Clearly those who thought these routes don't travel on public transport. For those in the Northwood area it would mean getting down to Main North Rd to catch the No1 and many are elderly they find the No 12 very handy as do I. The new routes seem poorly thought out, not and improvement for those who use it

The proposal seems to provide a good bus service to Burwood and Princess Margaret Hospitals, however it misses the opportunity to provide a direct route from Northern Christchurch (Belfast/Papanui) to Christchurch Hospital which is surely a major Christchurch landmark. x

For example, under the new proposal how would I get to Christchurch Hospital from my home in Belfast?
They sound good but, I would like to know where the new 1 bus will start for Belfast, because there is a lot of us up down this end and it would be nicer to start a route up here! It could turn round up by dickies road where main north road turns and go down the other side of main north, and get ALL of Belfast, it's only three stops past factory road. x

This new "proposal" is ridiculous. This will mean that people living anywhere north of papanui will only have one bus that will take them to the city, not to mention that the 8 is already packed in the morning, the new system will mean that this bus will have even more people on it and getting to school will be an even bigger nightmare. Instead of cutting out and changing routes, MORE routes need to be ADDED or no change at all. Very unimpressed. x

this is the worst idea i've heard for a while! we want to get people back in to the central city, not make it harder for them.
DON'T FIX IT IF IT ISN'T BROKEN!! x

To whom it may concern,

As a member of the Northwood Residents Association committee and Neighbourhood Support Co-ordinator for Amamoor Street, Northwood I enclose some of the feedback forms for our street. We have only six homes in our small street, but every household objects to the inclusion of Amamoor Street on the proposed No. 17 Bus route through Northwood. Three households are sending their forms individually.

We all believe that Amamoor Street is not suitable for a bus route. When this subdivision was developed eleven years ago (which is when we built our current home), we never envisaged that such a small street would eventually have large buses go down it at regular intervals. In fact, that is why my husband and I bought our section here: we believed that a small street overlooking a park, waterway, and playground would be relatively quiet, except for families with young children crossing the street to access the beautiful surroundings and to feed the ever present wildlife.

Please do not ruin the fantastic environment that so many enjoy by sending large, polluting vehicles down a street that was not designed for such intrusions.

Yours sincerely

*** Plus added feedback/ We object to route 17 bus going down Amamoor St as outlined in your recent leaflet "Change is Coming" : - many families with young children use our street to access Waterford Park to feed wildlife and use the playground - hence safety is a primary concern - ducks / pukekoes are often run over in our street, which will only get worse with a bus using our street regularly - you may be planning a bus stop on our street - we already have issues with vandalism from some park users - our street is simply not big or long enough to deal with large buses entering and exiting. - As a small street none of our residents envisaged having buses going down here. We built here 11 years thinking this street would be relatively quiet.

Proposed route 17 in Northwood will highly impact of safety and enjoyment of our park. Bordering street at Amamoor st. A lot of kids and people access the park from our street. A bus passing by every 30min will be dangerous and also noisy. We strongly oppose to both the bus passing through or stopping in our street. We are also very concerned with vandalism associated with bus around parks. Again we oppose strongly

I object to metro buses accessing and egressing Amamoor St (route No 17) for the following reasons: 1. Many families with young children use the street to park and access the Waterford Park to feed wildlife. 2. Amamoor St is a small residential street of 6 households 3. Extensive wildlife (ducks, pukekos, seagulls, and other birds 'flock' in the area, ducks (bird) vs buses! Buses win!. 4. Noice and urbation concerns. 5. Street width and turning zone very light.

x

We are perfectly happy with the current No 12 route and service to Northwood. As alternatives we have the No 11 or No 8 should we wish to walk out to the Main North Rd. Just a general observation, the system needs a fine tune to even out the frow of service and minimise multi-bus docking in limited bus parking spaces which makes it difficult to flag down a bus. In regards to the proposed changes I can only comment on the present No 12 route which I use almost on a daily basis. 1. The proposed No 17 is longer and would add 10 to 15 min to the journey especially having to transfer at Northlands. Bus stops would have to be relocated at some cost. 2. The No 17 reduces service Saturday and Sunday to an hourly service. Not a good move. 3. The need to transfer at Northlands doesn't help in planning a on-going journey, increases delays and frustration. 4. The proposed changes would degrade out existing service. Not good if you are trying to boost patronage. 5. Cash paying customers would pay more for a multi bus journey. 6. Services are reduced along the Main North Rd. 7. As an aged pensioner we would be decidedly disadvantaged by the proposed changes.

x

We prefer existing bus route from Northwood through to the city via Main North Rd. Back streets in and around Northwood are not designed for large buses. Bus Timetable also needs to be looked at because at nights no one catches the buses here. The round- a- bout on Northwood Blvd are being damaged by the buses. Thank you.

x

Your feedback

x

: 1. I regret losing the old route 12 which I have used several times a week.

2. Please ensure that the proposed route 17 has a new stop close to the Saracen Avenue/Beechwood Road corner to serve homes in that vicinity.

3. I suggest that currently bus customers here are being lost due to excessive distance between stops

x

x

x

From Briggs Rd to Barrington mall. For me it is possible to go to the Palms and then to town. To do shopping in town. Will have to take 3 buses then to go home. It could work for me. I do like the idea of connecting buses waiting for the feeder bus. But i'll believe it when I see it. But worried timewise to calculate the trip if the bus is late. But it would be bad for my children. My children are going to discovery school, temporary school. This would change 3 buses to school and back. Far too much. and the other option is not suitable for kids that age. *entry via face2face session

Is the intention to stop the route 18 bus and replace it with 132?
109 service will be good to visit Northlands. As a retired person the once an hour timetable is not often enough, each stop would need an indicator showing when the next bus is due, and also a seat for the long wait if you have just missed the bus

About the Bishopdale area, it makes no sense. I don't see why 3 buses go to Sheffield cr. If Bishopdale people want it they can take the comet, Sheffield cres will become a bottleneck. I also object to turning left at Blighs road. Because of all the traffic, cause the school, dropping off mums, train, lights. Have you monitored traffic at Blighs? People won't bother with the bus because of the transferring, they won't bother and get the car. The time limit needs to be extended because of delays in traffic. Please go and have a look. I like the idea of smaller buses. But by the time you will update the fleet and actually buy them the city will have changed yet again.

At present we have an excellent bus service (No 9 Wairakei Rd) which runs 1/2 hourly. This goes direct to the city via museum and for us close to the Public Hospital. Under the changes proposed this means we will need to change buses to reach the same destinations. We do not want to travel along Blighs Rd to Northlands Hub to change buses along Blighs Rd. This will add to travelling time. Wairakei Rd is a major route and warrants a direct bus service along its entire length. Papanui Rd and Main North Rd are congested now without adding extra bus services. Our household is home to 2 elderly people aged 84 and 82 with health issues. The extra time travelling and waiting to change buses will cause inconvenience and stress

At present I use 9 to Sheffield and then Comet to Airport.
As we have lost the link will bring my car back onto the road. I have always had free parking at the airport but felt it more responsible to use public transport however the changes will force me into car use.
This is ridiculous as so many people now work in the airport perimeter and yet we have or are losing services.

<p>Bus 480 should join the hub at Kaiapoi so that North Canterbury passengers have an option to route through Marshlands and The Palms as well as Papanui/Northlands via the Northern Star service. Before moving to Christchurch I lived at Eyreton and would have used a Marshland service with park and ride, at Tram Rd/Waimak Bridge if it had been available.</p>	x
<p>Currently congestion on Blighs Rd is horrendous with Waimari school,R ailway/pedestrian crossing and traffic build-up trying to get on to Papanui Rd. With 3 new services planned on this stretch of road if these services need to use this road perhaps it would be wise to have no stops between Condell and Papanui Rd</p>	x
<p>Do not remove bus No 18 which is an essential service to my street and community. I am nearing retirement and will make frequent use of the bus route served by No 18.</p>	x
<p>I am all for change - after the last two years - yes, go for it. But I rely on buses to get me everywhere and one thing concerns me - with the changes, are the services going to be the same? I need a bus to travel to and from work. And a bus to take me shopping a the weekend. At the moment - I am spoilt for choice.</p>	x
<p>I will start using the bus shortly when I can't drive anymore. What concerns me is crossing main north Rd papanui road when I have to connect to another bus. In general it would work out quite well, I don't really want to change a lot of buses but it is good it still be able to get from point a to b.</p>	x
<p>I would suggest not splitting up, no 9 and 15. Now you split up into 109 and 17. Blighs Rd is overstressed and it is a Rd you don't need to pass by normally to get into town</p>	x
<p>I would suggest not splitting up, no 9 and 15. Now you split up into 109 and 17. Blighs Rd is overstressed and it is a Rd you don't need to pass by normally to get into town (same as Baryl, Pat is her elderly mother)</p>	x
<p>I am overjoyed with the proposal that the Comet should continue on from Northlands to service the Redwood route. I live on the corner of Nyoli St and Sawyers Arms Road...suffice to say that my lifestyle has been seriously compromised by the Comet using Nyoli St as its turnaround. I will be forced to sell if an alternative is not found. Being outside and in my garden is my main hobby and very important to me. However there is no pleasure anymore in my outdoor space which I spent thousands on 4 years ago with a new deck, bi-fold doors and landscaped garden. I am woken early every morning with hideous bus noise and a vibrating house, which continues throughout the day until after I go to bed at night. Hence my joy that this may cease.</p>	x

I am very concerned about the proposed changes. x

Personally it appears it will take me forever to get to the central city.

For most people having to change buses is not convenient and just a jolly nuisance.

Older people, young Mothers with prams are also going to suffer. yes the city layout has changed but i doubt the proposed changes will be an improvement

I do not agree with the proposed changes to the number 18 bus line. Until the February earthquake I used this bus every week day. I work at Christchurch Hospital and when the Bus was suspended at this time I had to find alternative transport and bought a car to get to work. I have started to use this service again but will have to return to taking the car to work with your planned changes to the number 18 route. x

I live in Scotston Ave and now object to this street being used as a transit shopping bus as the 131, 132, 133 bus line appears to be-

why would anyone in this area need a bus to go on this route. I need a bus that goes into the city not somewhere I would take my car.

I am also concerned about the timings of the bus route not being available-

this a quiet and narrow tree lined street which really does not need heavy bus traffic. My house shakes every time a bus goes down the street, plus the buses have difficulty getting down this street with the trees, narrow gauge, parked cars and meeting another bus coming in the opposite direction.

I don't see anyone wanting to use this bus, which will wind through this area, rather than directly as would the orbit service.

Thank you

I have recently changed jobs to one in the central city. I will now not have a bus route convenient. It will be a 10 min walk to papanui or cranford st. x

I had sold my car based on that that there was a convenient bus route and will now have to reconsider purchasing a car and therefore will not be using a bus anymore.

It would be wonderful to have the No. 17 go to Northlands. Going along Strowan and Blighs Roads. I would go often IF you provide the service. Thank you

I am happy about the Beckenham route and don't want to be catching 4 or 5 buses to be where I am going or changing at various hubs. x

My elderly mother lives in Mairehau, and has had the choice of the Orbiter bus to either Northlands or the Palms Mall and the 46 bus route to either the Palms Mall or the CBD. She is solely dependant on buses to get around as she no longer has a drivers licence or a car. She uses the 46 bus to get to South City Mall for haircuts and to the hospital for out patient clinics and to visit people who are patients at the hospital. When I explained to her there will no longer be a direct bus into the CBD and she would have to catch a bus to either Northlands or the Palms and then change to a different bus to get into the CBD, she said she couldn't cope with that, it was too much climbing on and off buses and too much waiting around and potentially standing. While she can no doubt find another hairdresser, the hospital is where it is, and with National Super her only income the cost of taxi to get to the hospital is going to be a very large expense for her. There are plenty of other elderly people in Mairehau, including all the new arrivals at the Diana Isaac Retirement Village, plus younger people who are either financially challenged (living in the Housing New Zealand residences or unemployed) or suffering from illness, all of who are going to be disadvantaged by this decision. In addition, at a time the CBD red zone is getting progressively made smaller and many people are working hard to get parts of the CBD up and running again, this appears to be a very short-sighted and self-focused decision, which I am strongly opposed to.

x

New service 122 Redwood Northlands. The Comet bus route that now terminates at Northlands from Hornby continues up the North Road turning into Vagues Road and then left into Nyoli street and left again into Sawyers Arms Road without a passenger at least 40 times a day. It is a real glipse to Nyoli Street Residents. The noise of the bus powering through the street from early morning till late night also stopping in Nyoli St if it is ahead of schedule is doing nothing to increase passenger numbers or revenue. The proposed change to send the bus up to Daniels / Farquars Rd makes sense as fare paying passengers would pay for the diesel now being used in buses not carrying any passengers

x

The comet bus that comes down Nyoli st an it turn round on route Papanui-Hornby may, I understand, be changed to Northwood-Hornby. I support this change as our street is not made for buses and my house most times shake when a bus passes

x

The current central station is the most user-friendly we have ever had, keep it. The current spiderweb route design is best, keep it with the orbiter and the metrostar connecting the strands. Do not divert any current routes, from the current routes. People do work in the central area and do use public facilities, e.g. botanical gardens, museum, council, ymca, art gallery, libraries, hospitals. Do no change route No 18.

x

The proposed route change to #18 means we would need to transfer buses in Edgware to reach the city centre. The proposed new route has the bus running between Northlands Mall and The Palms Mall. It is unlikely people would travel between two shopping malls. I support a reduction in the frequency of #18 but the continuation of the current route. It is most useful going to the central bus exchange directly.

The proposed changes make sense especially in rationalising the multiple Papanui Road routes. But, considering that our city was all but destroyed nearly two years ago, these changes have taken far too long to get underway. I suggest that many passengers simply gave up in trying to use the bus system. Once they were lost, they weren't going to readily come back.

x

People today expect everything to be done right now. Reducing the frequency of bus services will simply alienate potential passengers, and I expect that hourly services will not win in a bus versus car decision.

Two things to be done a.s.a.p.

1. Survey ALL current passengers to see what they want and/or expect. Find out what their daily route is.
2. Begin a long-term advertising campaign. The Radio Network can help to bring passengers back.

Please consider the time that services start in the morning, with much longer travel times (4 to 5 times longer for me now), 8:00am is much later than some folk like to start work.

I currently catch the #15 from Bishopdale to the city. As part of the proposed changes there will be no direct route from Bishopdale to the City. Although I can see why this is changing, it would be good if a direct route could be incorporated, even if it was hourly. It could take a more varied route to increase the collection area, or even become a 'loop' service.

x

I do support the new bus services that have been proposed and would use them occasionally. As long as there is still a bus route that goes into the city to run along side this one. Otherwise for me to get to work I would now have to catch two buses instead of one straight down Wairakei road to get to the Merivale area.

x

Number 1 bus: Good idea, provided the connecting busses timetables are altered to be more than 30-60 minutes. See below on thoughts for hourly timetables.

x

Peak time: Peak evening time to be extended till 6.30 pm. Christchurch has changed the way it travels and there is a lot of traffic still on the main arterials at 6.00 pm. If working till 5.30 by the time I walk to Central Station then get a number 1 bus home, and to then transfer, I do not want to wait an hour for a transfer home.

Busses 131 and 132: Local hourly service. Defeats the point. See below.

Bus 122 / Comet: More frequent service will see more passengers use the busses. See my hourly timetable comment.

Orbiter: Bishopdale Mall has experienced considerable patronage since the earthquakes. How about extending the Orbiter to come to Bishopdale via Farrington Avenue? CCC could even install lights at Farrington Avenue / Wairakei Road intersection.

Old Number 10 bus -

please learn from mistakes: When the Number 10 Airport to City then to Cashmere timetable was altered to hourly, I stopped using this bus going to work and coming home. It used to be 20 to 30 minute frequency, was well patronized before the earthquakes and reliable. I can't recall 3 bus routes to Airport which was excessive. Post quake the passengers diminished partly due to visitors to airport slowing down. Once the timetable to hourly was made, no wonder locals stopped using the 'service'.

Hourly timetables: If timetables are altered to hourly, even more patronage will be lost. If a bus is missed, running early or running late, citizens do not want to wait an hour for another bus and will just take their car. More frequent services on routes say 15-20 minutes will encourage more patronage. We have travelled extensively and try to use public transport as much as possible in cities. Waiting an hour for a bus is not an attractive option.

The changes mean I have to make one extra change to get to the Hospital.

x

The bus stops near the new out patients building are very inconvenient. There should be stops much closer to out patients.

Will enjoy getting to different areas, such as Tower Junction on the number 20 bus from Burnside. Have to take 4 buses at the moment. Gives more variety of destinations. Can be changed back later when the inner city is back.

x

understand what ECan are trying to do in having mini hubs around the periphery of the city however in my particular situation I was very fortunate a couple of years ago that I had (within 5 min walk from my home) three bus services available that would take me directly to the inner city (ie, the square or Colombo st) -

x

I was very fortunate. However under the proposed new 'network' I will only have the 131 available, on the hour, to take me to Northlands and there I will have to wait for another bus (not sure how many will be going to the CBD or how often they will go) to take me to the city centre for work.

My preference would be to get on one bus that took me to the central city and then be transferred to another bus if the need arose.

Is there a bus service along Harewood Rd between Breens Rd and Chapel St that goes directly to town?

Once the city plan is known to ECan it would be great if the Route planners could arrange for buses to go past / to the CPIT in Madras st and/or to the Sullivan ave campus.

1) I am a student at CPIT on Madras street and to be honest there is no direct bus service which takes me from home directly to the Polytech with the new proposed routes.

x

2) Currently I use the number 14 or 15 bus services and find these satisfactory to get into town in time for my classes, and I would be disappointed to lose these services.

3) Does the Comet still run the length of Harewood road?? This could possibly get me to the Northlands terminus however it does still not solve the problem, and the thought of needing to catch two buses doesn't appeal in the slightest.

4) I can understand why there is reason to alter the existing service, however I believe it will become more of an inconvenience needing to catch two buses and really, the existing service works well around the Bishopdale area.

I am greatly concerned about the new services and believe that there needs to be more consideration to the people of my suburb who are generally an older population and use the number 14 and 15 quite frequently.

1, flagging down the bus created many problems for us sight impaired people. Having numbers on a board with us all the time is just ridiculous, we don't want to be humiliated like that, all of us want to travel anonymously. I can see a bit so I don't even have a guiding stick but I can identify the bus until it is right up there. 2, at the moment we really like central station. We know what bus to take. 3, you hop on your bus to get into the city. This is needed because transferring will put me off. I don't believe people will take shuttles. You will kill the city by directing them more and more to local malls. Immigrants to rebuild the city 40000 they want to go straight into town. Passenger numbers will go up and they won't want to go thru the hassle of getting of and on. 3. Overall the bus drivers are good, but there are some really grumpy and even grumble about helping a disabled person in a wheelchair. 4, it is no longer a great pleasure riding a bus. Gold card. Both of us. x

A number of the new services stop at 8:00pm during the week. That is too early for people using buses for evening transport on Late night shifts, shopping or movies etc. etc. It should be different. x

As a present user of the No 9 Wairakei Rd and No 20 Burnside buses, the proposed changes indicate that it will take longer to get to the city centre, where I hope to resume employment next year. That being the case, I would more likely use private transport than the buses, particularly if the journey by bus exceeded 35 minutes. Having to change buses means (in winter and bad weather) waiting twice in the cold. Not an enticing prospect. Please rethink these changes !!! I do support the Belfast city PMH frequent service proposal (10 minutes) That makes sense. If these proposed changes go ahead, what will there be to indicate passengers where changes of bus should be made? * support YES and NO x

As I and lots of others used to use the Bus going down Harewood Road to the Airport we find it difficult now since the change in February 2012- as it also took us into town. People from the Rest Homes around this area who don't have a car find it quite difficult getting to Northlands or elsewhere for that matter. Orbiter is good which I use a lot. Comet would be better if it called in to the Airport. Thanking you x

As I look at all the new housing going up in the ever expanding Bishopdale-Harewood area I cannot understand why there is such a dismal bus service for it's residents. Routes No.s 10, 14 and 15 used to give excellent service then before the quakes the services where changed. (the 10 cut). No one I spoke to was happy about it, understandably, patronage declined. After the February Quakes some routes were upped to a 15 minute service. Not ours. Why was our No. 10 bus not replaced. Try getting to an appointment beyond Northlands Mall from Bishopdale by bus these days and see how long it takes. It's and experience you don't want to miss! x

Ban all cars from the city, bus depots in suburbs with adequate car parks. Bus routes for all suburbs including industrial areas. Bus fares to be \$1 for each trip or weekly ticket \$30, concessions for students, people on unemployment benefits or disability, pensions. Gold cards valid every day (daily and evenings)

x

Bus use about 3 times a week.

x

It will be time consuming and inconvenient to get to Northlands for transfers all the time.
The new bus to Northlands will be handy but usually a car is needed for shopping.

I will have to walk one K to Blighs Rd to catch the new 17 compared to 1/3 k to either Condel Ave or Wairakei Rd now or else use the infrequent feeder buses.

People will have to wait for up to an hour for transfers home from Northlands on the new 131 of 109 etc.

There need to be some buses following the old 9 Wairakei Route form Sheffield Cres to Carlton Mill Rd.

Northlands will be very busy with traffic and it would be best for some routes to avoid it.

The 20 bus will no longer go to Riccarton Ave.

The new Papanui bus will be wonderful however.

Bus shelters (no glass) will encourage people to use more buses.

Disappointed with the proposed changes - the services I use go from Bryndwr into the city centre directly. Now I will have to travel to my 'transport hub' and change buses to get to the city centre. This will increase my travel time greatly - up to 3 times the amount of time I take? Also having to change buses (when current services are direct) is inconvenient. Concerns with the possibility of having difficultly travelling back to Bryndwr from the city centre later on in the evening and how easy it will be to do so during the late evening, which is the time I usually travel

x

Doing without the #15 bus down Kilburn St is inconvenient, not only would I have to get the new 131 to Northlands from Bishopdale Mall it would seem I would then need to get on another bus to get into town. Having the new route only leaving every hour is ridiculous during a weekday when the bus has often been delayed in getting me into town in time for work and also my son to polytech in a reasonable time frame and in time to start work. I can understand the hourly timetable over the weekend when perhaps the routes aren't as popular however I think you need to rethink this route and timetable considerably as it would impact on too many people.

x

For me getting the bus to and from work Monday-Friday will not be practical, if this change goes ahead having to catch 2 buses each way from as close as Burnside is ridiculous and I really can't believe it is even being considered. I would rather buy another car and drive!

x

Hello

x

Seems a shame that people who do work in town and live in the NW will now need to get a transfer to reach the central city. I'll either switch to driving or take a bike on the few fine days.

Also, how does this help the restart of the central city, by diverting people to Northlands / Barrington malls?

Further, who goes to one of the malls at 7-

8.30am, given they're not open anyway? Sure run this stuff after 9am for those wanting to shop, but it doesn't help getting into town.

My view.

How will I get to school with no bus from Sheffield Cres to town. Minimise the number of buses running - please don't cancel the Burnside to city route.

x

I am a 75 year old man. I don't drive a car. Without bus 9 I can't go anywhere. Handicapped persons and elderly persons absolutely need the bus. 10 an airport and cashmere bus gone. We need bus absolute.

x

I am a frequent user of your services, having had a car driver fail to give way to me 19 years ago when I was driving, resulting in head injuries giving me 3-D & double vision. Pre earthquake I lived on the other side of town using the # 15. My house on Huntsbury is to be demolished I and I am now using the #3 mainly, the #20 (120) on the homeward journey if it comes first. I often use the Orbiter. I have made 12 connections on one day, usually 2-4. My mother lives in Beckenham. The current system works for me. 99% of your drivers are wonderful, with a cheery greeting, an acknowledgement of some kind when you're exiting, and assistance when required. I don't know what I'd do without the bus and I'm sure I'll be able to work with the changes. I love that you accept the Senior Citizen card in off peak times!

x

I am a senior citizen without a car and having lost the No 10 bus with the proposed changes it will mean I have to catch two buses just to get to Merivale for blood tests and regular cancer check ups at the hospital. My special needs grandson catches two buses each way from Kilburn Street to the Eastern end of Tuam Street. With the proposed changes he will have to catch 3 buses. It took me four months getting him confident enough to catch buses by himself. You will lose patronage, not gain any new customers.

x

I am elderly, do not drive and don't own a car so now that I have retired don't use the bus as much now, but would not want to change buses in Blighs Rd and have to connect with another bus to go town. This will not encourage older people to go into the town centre. I have been a patron on the Bryndwr bus when I worked for many years, as I have lived here for 56 years and it is my only transport.

x

I am most disappointed, even angry with this proposal. Having been able to travel directly to the places I frequent most - museum, gardens and hospital - for 40 years, now in my declining years, that is being taken away from me - and many others. Now there will have to be a good change of buses at a time in life when I am less able to cope. I do not drive and do not have a vehicle therefore buses are and have been my sole mode of transport. Questions: what shelter will be provided for those travelling on Wairakei and Blighs Roads wanting/needing to change buses? We had a choice of changing buses and risking a soaking or chill, or travelling to Northlands and increasing travel times markedly! - What research has been done about the (non)sense of locating a bus at the Papanui Northlands Corner? At many times of any day, traffic can be at standstill for at least two blocks in all directions. When I went to the consultation at Northlands, it was discovered that there was a mistake in the glossy publicity brochure in the timetabling for routes 108 and 109. It is well past time that this was publicly corrected!.

I am over 80 and both the buses that go down Wairakei Rd and Condell are the ones I use to go to the city. I don't want to go to Blighs Rd and wait down there for another one to take me to the city. Why stand in the cold waiting for another bus. As long as I am able to drive my car I will in future be using that. The destinations that these buses are going to travel to I wouldn't ever use. I catch the Orbiter to go to Papanui. I have spoken to others around where I live and they feel the same. It is a backward step. L Guise. I think you will have a lot less passengers doing your programme. * Use Less, Probably never as I they will be no use to me.

x

I currently use mainly Wairakei #9 which is efficient service to central city and for access to Public Hospital, no transfer of Bus required, The new proposal would require transfer to another bus resulting in having to allow additional time for the journey, e.g. transfer to #17 at Blighs Road or Papanui Rd or go to Northlands. Should the proposal go ahead, I would like to see good Bus Shelters in Blighs Road and Papanui Road and good Road Crossings also Timetabling to ensure good connections with minimal wait times between connections 131, 109 and 17.

x

I find the 15 and 14 buses good for Bishopdale and if they change, it means catching more buses. I want it to stay the same. x

I have used the Bishopdale bus for 10 years. A pleasant route- convenient for city, Museum, Gardens and most important at my age for Chrch hospital as there is not succificent parking in the area. Has anyone looked at the traffic flow Papanui Rd-Blighs Rd corner. With the addition of the buses it will be an absolute bottleneck. I enjoyed the convenience of 3 bus routes to town. 10.14 and 15. It brought more people to shop in Bishopdale as well. Having to take 2 buses to get to town or Merival is a disappointment! How about leaving the 15 as it is - hourly in off peak and use the smaller buses as stated in the flyer - there are still workers in this area who work in town. Why not extend the 28 to the comet + give us 1 straight route to Central instead of changing buses. I can see a lot of confusion + traffic hassles at Northlands, Main North Roas and Papanui Rd. Does the 17 travel close to the Museum + hospital? Not very clear on the map. My daughter is pleased that the 28 has been extended but thinks buses should start earlier. Going from Cranford St to Port Hills/Martindales Rd Area - difficult to make a 7am start. Best of luck with working the plan out - you can't please everyone + it looks like it won't please me! x

I have viewed the proposed changes for the 120 bus with alarm and disbelief. It defies all logic to exclude the city centre. There is a general consensus that we should be doing everything possible to encourage people BACK in to the city - NOT discouraging them as this proposal appears to be hell bent on doing !!! In short - Leave the existing route as is !!! x

I use the #9 bus frequently, in fact on a daily basis. The idea of catching two buses to work is highly inconvenient as I will be so dependent on the time schedule of the second bus. I also don't understand why we're adding more vehicles to an already congested area in Northlands. As it is right now, going to and fro in Northlands is already a nightmare. I also like the idea of buses going through the city in a centralised way. This proposal is essentially killing the life of the city. the new proposal encourages me to use a car instead of patronising buses and help reduce carbon footprint. I hope you will consider the proposal and NOT change the current route of #9 bus. Thanks x

I use this bus around 8 times a week. Bus 120 DON'T find new route very convenient. Not going down hospital area. Means have to catch a 2nd bus to go to CBD, gardens, museum, Hagley park etc. I feel some of your near Buses are To NoWhere trips. I have seen Comet Bus. Very few people use it. I prefer Wairakei 109 to go into CBD area too. The Central Station works well better than old Bus exchange bit. Know more people working suburbs But you have got to realise there are people on the edge of the CBD as well and CBD hopefully gets up and running in the next 2 years. x

I wish to comment on the proposed changes to bus services No 14 Harewood and No 15 Bishopdale. At present these buses take 20-25 minutes to get into town from my address after a walk of about 7-8 minutes. If both these buses are to require a change at Northlands the journey would take much more time with a wait (often in bitterly cold weather) for a change of buses at Northlands. As the buses would be on hourly time-table going in and out to town would take a great deal of time and many people, my husband and I included would probably use our own cars. Comet service stops at Northlands also on way in. Has the fact that Papanui is now "home" to medical specialist, doctors, rest homes, two high schools, one intermediate school, businesses, a hospital (private) and older peoples' hospitals been taken into account? Who from my area would take a bus to Northlands, wait for a connecting bus and then continue the journey? Presently the Bishopdale bus can take us to the Museum, Gardens and Christchurch hospital and e.g. Ellersley Flower Show to name a few, plus (with a shortish walk) to the main library. Prior to 22 Feb earthquake used buses a great deal for voluntary work and hope to again before long. Currently use bus service as and when required. **Use/ Probably not nearly as often as previously, Less, much less - rarely

I would prefer if the No. 20 Burnside Bus still went down Riccarton Rd then onto the bus station then having to get off the bus at Westfield Mall then getting on another bus again to get to the bus station. I have arthritis of the knees and have trouble getting on and off the bus. It takes so much longer to get to your destination. The traffic would increase allong Riccarton Rd.

I agree there needs to be a change to the Buses going down Papanui Rd. They're too close together and often empty except peak hours. I just hope there hours don't change. I need a bus to get me home when finish at 11pm Or start at 7am. As I work at the hospital. Is great the 22 goes from Hosp to home. :)
I guess u get use to any changes as u have to. :) If it works better I'm all for it. :) Esp buses that connect to other suburbs would be good without having to change buses more than once :)

x

I catch the number 9 bus into the CBD and am disappointed with the new proposed changes. In my case, as I understand the new proposal, I'll need to catch 2 buses, one to Northlands and presumably then cross the very busy Main North Road to catch a second bus heading in the opposite direction to get into the CBD. My concerns are that there will now be fewer buses going into the CBD and I cannot be sure that those buses going into the CBD will not be full by the time they reach Northlands which would only further delay my journey and cause me to arrive late for work at the Council buildings in Hereford Street. My rough estimate is that my present journey averaging about 20 minutes from Bryndwr to the CBD could now become a 45 minute nightmare as one has to also allow a waiting period to catch the second bus.

I have observed a number of school pupils using the Number 9 bus who travel as far as the vicinity of Holmwood Road and the proposed new route for Number 9 bus which deviates to Northlands way before this would seem to leave them with a transport problem.

I have to admit that if I was offered a lift into town by someone using private transport I would seriously have to consider sharing their costs just to get direct transport into the CBD as opposed to having to catch 2 buses.

NZTA have so far provided the Christchurch City Council with a subsidy of a few million dollars for the purchase of the of New Bus Exchange Site part of which property is currently being used for the Temporary Bus Exchange. As I understand it the Council Policy is to try and attract more people into the CBD and making Public Transport access to the CBD easier would be in line with this objective. However in terms of ECAN's proposal to establish Bus Hubs in the suburbs where people can then transfer to a second bus for onward travel to the CBD appears to be doing the opposite and making access to the CBD more difficult. It would also appear that this proposal by ECAN will lead to under utilisation of the NZTA subsidised Temporary Bus Exchange site in the CBD area.

As a bus commuter I have often wondered why there is not a concentration of the provision of buses into peak periods and I have also wondered if it is really necessary in the current climate to provide as many buses in off peak periods (some routes have them running at half hourly intervals during the day) and also whether it is necessary to provide a bus se

I often bus from home to town, uni or the airport. The buses into town need to be more regular, which you've addressed . The Comet is great, but more regular would be good. The Orbiter is often full and I have to wait for the next one to come along, or it's running really late.

x

I like the idea of more inter-

suburban services to help ease congestion on the Orbiter, but this may not be the best way of going about that. Another orbiting service on a different radius from the CBD may be an option?

Any right hand turns need to be carefully considered, naturally, but the proposed 109 turning right off Blighs onto Wairakei will struggle in peak traffic without lights being installed.

More options to get to uni would be great.

I support the proposed 131 bus route. It would be useful to have this running late at night to access bars and restaurants around Northlands. Would like to see the bus route extended through Sir William Pickering/Roydvale to be more accessible to those working in the area and travellers staying at motels along Roydvale Ave.

x

I use #14 to get to the north side of city centre (Salisbury st) and also to the Northlands mall.

x

What bus will I be able to get that's close to my address. Currently the Gardiner's road stop is just around the corner from me?

I really like the #14 bus route. If I have to walk to Sawyer's arms rd to get #17 or if I have to do bus change overs I don't think I'll be using the bus anymore.

I was working in the CBD until Feb 22 and my employer has since relocated to Burnside. I travelled on the No.9 Wairakei bus to and from the city daily pre-earthquake, and now travel on it daily to Sheffield Crescent. While I think the proposed changes will be great for some people, and would use them myself if I needed to, my concern is that my employer is looking to return to the CBD eventually which means that with the proposed changes I would have to catch two buses to get to the CBD from Burnside, i.e. the No. 9 to Blighs Road and then the No. 17 to the CBD. Two problems I see with this: 1) the waiting time between departing the No.9 and the arrival time of the No. 17; and 2) the cost involved with paying two fares. I would much prefer the convenience of travelling on one bus to and from the CBD for the entire journey, and of course only having to pay one fare as opposed to two under the proposed change.

X

What would work for me, and no doubt many others, would be if you were to introduce a one-bus journey from Sheffield Cres to the CBD and return, and have it running every 15 minutes during peak times. That would be brilliant. And run the same service for other suburbs using main arterial routes, strictly to and from the CBD - not running from one side of the city to the other as that inevitably ends up with delays. Workers need a reliable and speedy (as possible) service and if this could be achieved your patronage would doubtless increase, especially once the CBD is up and running again.

Please consider.

I would like my bus services to stay travelling to the central city. I work in the central city area, afternoons/evenings and would not appreciate waiting somewhere that looks unsafe after 9pm. I am unable to drive for medical reasons.

x

(6 names, nothing else)

Just having a look at the proposed changes to the routes I use regularly. Those proposed changes will make life so much harder for me as both my husband and I work in the city centre and getting to work would mean at least 2 buses! Because of these changes it means we would take much longer to get to work. We currently use the 20 to go into the Exchange (by the way Central Station is misleading-sounds like a railway station) as it stops right outside my husbands work. The change means that he no longer could use the bus to go to work as we often have to juggle the car because of our differing work hours, and we only have 1car. I now use the 9 from Wairakei Road as I work in Peterborough Street and I could not get to work at all with these changes.

x

All in all these changes are NOT making life easier, they are making it harder.
Please reconsider.
Thanks

Keep the number 14 and 15 buses the same. Number 15 is ideal for the hospital (public) otherwise extra buses to get there and longer time on buses. Earlier start for early appointments. Number 14 easier to go from Bishopdale to Papanui working mens club, Papanui league club rooms and Northlands. ** Use/ No, wouldn't need these new bus routes

x

Most unfortunately I have to agree you do need to make changes to reflect the changed circumstances of ChCh and I think you are caught between a rock and a hard place trying to get it right. The main comment I have is that I hope change will continue to evolve over time as the city gets back up on its feet and these less than ideal proposed changes are not a permanent fixture. Rather than take some of these services away altogether, I would have liked to have seen you initially tweak them by cutting back evening services/after hours or making them less frequent (the number of times I see empty buses going up and down the streets after 7pm for example). I preferred car/bike over bus after Feb 22, 2011 just because it was so difficult to get anywhere and there is less choice of times than before. When we go into the Central City to shop at the container mall we prefer to go by bus and the no. 9 is quick and direct for that. Not sure that it is in the best interests of the Restart city mall recovery to encourage people to go to places like Northlands instead, but that may become clearer over time. Under the proposed changes we would have to catch a bus to Northlands and change there which is offputting. Accordingly we are likely to be more inclined to take the car in future.

x

My daughter catches the No 46 by Tumara , Burwood everyday to get to Hagley College. We were very disappointed to read this service was coming to an end. It has worked out so well for her - even getting home. Although she was saying that sometimes when she stands outside Chch hospital, only a couple of buses can fit there as taxis sometimes park there. consequently the bus driver doesn't spot her standing there. Hopefully, once a few more houses start popping up around Prestore etc, we hope they shall start to utilize the bus service more. But we must congratulate the bus drivers in general for keeping up a good service as with all the roadworks around and conditions of the roads since the EQs. They have done a wonderful job! Also my daughter much prefers where the temporary bus centre is. She said it is so good being out in the open and not having to go underneath. So lets hope any new bus centre will be easily accessible. Thanks for the opportunity to comment and we hope No 60 is going to work out for her. Please give us plenty of warning when the change is happening, so she can get used to the idea and when she can pick up a timetable. Regards

x

My son catches the number 15 bus in Kilburn Street, Bishopdale on Tuesday, Thursday and Friday morning at 8.12 a.m. to Central Station then he catches another bus to take him down Tuam Street and catches the bus home in the afternoon, with the proposed new services he will have to catch three buses to get to his destination and with the service being only once an hour, he could have long waits between services, there are no other options as he will never be able to drive a car, this would make it too difficult for him to go to his place of work. It appears that there is no direct bus route from anywhere in the northwest of the city.

x

NO 9 WAIRAKEI. I have a car but always use the bus to travel to town and loved the timetable and the terminus that seemed to run like clockwork - always on time. I really do not want to have to catch two buses with a longer travel time. Why let the bus revert back to traveling on to another suburb as in the past? Crossing Main North roads will be a nightmare. There will have to be an overbridge or a tunnel or lives will be lost

x

Not having the 120 connect to Central Station will make the remaining services more crowded with people and make a hassle just to connect to another service at Westfield to head to central station when it is just a very short trip.

x

One of the things I've always loved about the metro bus system is how you can be almost anywhere in Christchurch, then only have to walk a short way to the nearest bus stop to go to town, then get on any bus to go back home again. I believe the new bus system ruins this. That's not the only reason I don't like it, it just doesn't look good. Please don't change it.

x

Plenty of bus shelters would encourage people to use the bus. The museum, art gallery, gardens and the new central library etc. will be visited more soon, but people will have to use 2 buses. Perhaps there could be a few buses a day that go straight to the central city more less along their previous routes, at least at weekends.
 We are lucky I suppose at the moment in being able to get to these places on a 9 or a 15 bus, and having to change buses in all weathers is not very convenient so bus shelters are essential.
 (I use the buses 2 or 3 times a week)

x

Ref Comet (a brilliant route idea). I wish to recommend an additional bus stop installation along/around BURNSIDE PARK. There seems to be a real need to have another stop between the Withells Rd (Avonhead Rd) stop. The Memorial Ave (nearest Roydvale). Although this will make short distances between bus stops, if a new extra stop is closer to the Crosdale/ Roydale part of the park then the Residential area off Crossdale (plus park users). As a person heading north I would appreciate a stop on the park.

x x

Service #9. There are no buses leaving from burnside to town !? There are so many families and school children that use buses from upper Burnside to get to schools closes to town. As a family we also use the bus for events into the city. Could you not decrease the number of buses instead of no buses from Sheffield Cres to town ??

x

strongly disagree less going to city. Lots of business opening at moment especially round south city area can't believe that none of the busses in our area would go through exchange.
 People would have to bus to riccarton get off and catch another bus to exchange how does that help to use bus more.

x

The 9 bus from Sheffield Cresc would never be used again by me, as it would not take me to the town area or Hospital. I used the Orbiter for Northland Mall. I don't drive a car and the Blighs Rd area that you are suggesting may own cars and can go wherever they like. People in my State Housing area don't own cars and use the buses, as opposed to the Bryndwr/ Merivale area that you are proposing, who are more financially well off. Those that have less, more shall be taken away- very apt re low income State Housing tenants. *Support, no, those that have care - more shall be giving - Typical of course (as they're not State tenants) * Use service, Not applicable. see above. same, The Orbiter!

x

The bus changes that will majorly effect me are the 9 and 15, because they will be diverted to Northlands mall these will be of no use to me as I mainly use these to get into the city centre so that I may change to other services. The change at Northlands will increase waiting time and I believe the amount of bus changes needed. Bussing already is a timely process but it might even be worth walking instead. This will affect many not in a positive way. These changes will not help the community or the people who use these services. Many thanks *Use less, (not using services I use now)

x x

The first question I have to ask is: Why is Ecan reviewing the bus services at this time when the neither the CCC has issued its draft transport plan and CERA has not yet issued its blueprint for the central city? Does Ecan not believe that they will have any effect on their plan?

x

The second question I have to ask of Ecan is: Why put this major bus route through the badly congested Papanui Road/Northlands area. And thirdly: Why terminate at Princess Margaret Hospital. This has always been a silly place to have bus routes through and generates minimal passenger traffic.

Since the earthquakes the city businesses have shifted to such places as Addington, Riccarton and Hornby precisely along the underutilised railway lines.

With good quality trains becoming available from Auckland within a couple of years that is where the focus should be.

So stop wasting the ratepayers' money on this exercise, leave the buses alone meantime and put serious investigation into a commuter rail network.

The proposed changes will effectively stop me from using the buses at all. I live in Bryndwr and work in the city centre. I can presently catch either the number 9 or 15 buses to get to work. Under the proposed changes I would need to change buses in Blighs Rd. This is a huge disincentive to getting a bus into town and would effectively stop me from doing so. To stand at a bus stop where it is often cold, windy and wet, with no shelter or seat provided is bad enough. To have to do it twice simply in order to get to the city would make it impossible.

x

If just one of the services (9 or 15) went directly to the city that would be better than what is proposed. But to have both routes going to Northlands which is within easy walking distance is just pointless.

I predict an even greater fall-off in bus patronage.

The proposed changes will also impact very badly on my workplace as many of our customers travel by bus from the suburbs to reach our workplace. I see the proposed changes as a huge backward step.

The proposed new routes offers some interesting options.

x

Generally increased frequency especially at the weekends when we use buses the most will.

Please take care to co-ordinate the connections at all the hubs, to minimize transit times.

These changes will make it almost impossible for me to get to school on time. My school is in town and starts at 8am. Currently I take one bus straight down a main road that leads into town from the Burnside/Bishopdale area (the No 9, down Wairakei Rd). This bus stops right outside my school. The proposed changes would mean I would have to take a bus the opposite direction from where I am going (papanui) and then catch a bus towards my school - but even then it won't go past it and I will have to walk about another 20mins with all my sports gear (have you ever tried to carry a huge cricket bag AND hockey gear AND a school bag all at the same time???!). x

This change does not support my needs at all. I can not catch the bus to the city centre with the ease and convenience that I would normally have. I think I need to get my license soon. x

this is the most ridiculous plan I have ever heard of. Now to get into the city from my home I either have to walk to northlands or take 2 buses, adding an extraordinary amount of time to what has always been a very straightforward journey. This is not the way to encourage more people to use the bus service. I am extremely disappointed that this plan could go ahead. x

To change the present bus route away from the city centre, the hospital and the public library is not right. The No 20 bus route is perfect for the above places mentioned. Don't change it please. x

Travelling by bus is time consuming. Having to take more than one bus is inconvenient and time is wasted waiting for buses, especially if they only come once an hour. I would prefer to use single buses that take me to my destination, i.e.. the existing no. 14, no.15 and the Orbiter. x

Bus services that only run once an hour are not convenient and can lead to long waits between buses.

The new routes mean for me; having to take more than one bus to get to my destination and less frequent services in my area (Bishopdale).

I would rather Metro improve on services that are already popular, such as the Orbiter. The Orbiter is slow and unreliable. By decreasing travelling time by creating bus lanes would make the already popular route more convenient and increase its reliability.

Until 4 Feb 2012, I had choices of buses 8 (direct), 10, 11, 14, 15 (change at Central Station) to travel Bishopdale to Hoon Hay Road, From 4 Feb 2012 bus route 10 was cancelled. For bus 15 there was a new schedule 4 Feb 2012. All of the remaining bus services, 8, 11, 14 and 15 will be replaced with new services in the review. My new choices would be - no direct service to Hoon Hay rd, - 108 local service to Northlands - 131 Sheffield Cresc to Northlands - Comet to Northlands, - 17 Northwood to Central Station. A change to bus 60 would be required. This route bypasses Sydenham, so from a choice of 4 bus routes to Central Station, my choice would change to 1 (17) direct to Central Station, then 60, to 3 routes to Northlands (108, 131, Comet), change to bus 1 to Central station, then 60. Would the proposed changes requiring 2 changes of bus incur additional fare costs? x

Very disappointed at this plan going round in circles and changing buses especially in winter. Does not appeal to me. It would not be nice for old people changing buses. Hard for children needing two buses or for studens probably a longer day x

Very disappointed in proposed changes. Now to get from Bishopdale to central city will have to change buses in Bryndwr, extending commute time. Changes are contrary to the RPS that seeks to ensure the ongoing revitalisation of the Christchurch CBD and the use of public transport to reduce energy costs. The commuter in our household will now be looking at private transport to get to work in the CBD. A rethink of these changes is required to ensure a direct link to the CBD from the populated, green zoned north western suburbs x

We currently live on the corner of Claremont and Tomes Rd. The No 18 (proposed 132) bus stop is at our driveway on Tomes Rd. We have a number of concerns. The first and most serious is that every time the bus turns from Tomes into Claremont it crosses the centre line. Claremont Ave is too narrow for it to turn without crossing the line. Given how close this corner is to the school, it is even more dangerous around 8.30 -9 am and 3-3.30pm. There is a back up of cars and many children on corners. We have lived at this property for two years and have made notes on many occasions as to how many people actually use this service. The maximum on this bus at any one time has been 5. This is our second concern. Virtually no one uses this service and on further investigation we were advised that when this service was originally put in place a small efficient bus was to be used. Why isn't it?? Our third concern is that since Sept 2010 and Feb 2011 our house shakes every time a bus goes past. Every 1/2 an hour our plates rattle. We are in a small pocket of TC3 zone and our house requires 100% replacement of piles and 100% replacement of foundations. We cannot live like this. We would like to recommend that Scotsman Ave and Claremont Av be replaced with Benner Street. This street has limited traffic coming and less corners. It is ...further from the school and is not TC3. It is also wider than Claremont Ave. Given the number of concerns and seriousness of their nature we would like a reply to our submission. Should you wish to discuss further please don't hesitate to contact us on ## Many thanks

We used to use the bus quite regularly but because it only travels once an hour now from Bishopdale, we end up taking the car. The amount of time wasted waiting is what puts us off. To get to a certain place by a certain time, we often need to take the bus that ends up getting us there 30-45 minutes before we actually need to be there.

X

You talk about transferring to hubs, but how frequently will the buses be running past these hubs? At the moment, for my husband to get to work he needs to take two buses and walk. But he has to leave at 7:50 a.m. to be at work by 9 am, when it only takes us 20-25 mins to get to his office by car. TIME is the big issue here. If you want people to take the bus, you have to create more frequent travel times. The Orbiter does its job well by traveling every 10 minutes. It is only one block removed from Farrington Avenue and it would be great if it could cover both Farrington and Greers instead of just Greers. Perhaps extending the reach of the Orbiter will help to ease things up.

It's hard to support the changes if it means even longer travel times and even more transfers...especially in the rain. People work hard and work long hours and coming home by bus with all the waiting and the transfers and delays and bad roads..well...you really wish the city would just create a light rail or subway system which travels frequently and regularly.

We also used to take the bus to the airport and back (the number 10 Harewood Airport bus) but now, there isn't even that service anymore. How do tourists manage? Do they need to take the expensive shuttles? We really used that No. 10 bus and it was a tremendous help but now you guys have canned the service and the new bus only gets as far as the Antarctic Ctr. It's pretty poor service. It would be great if you provided the sort of service people actually needed. I guess you can't please everyone. And I can imagine how difficult this must be for you guys. But we would take the bus if it helped us get to our destinations without outrageously long waits and too many transfers. Thank you for inviting the public to comment on this.

While I see for myself that the number 20 route which I use) is not highly utilised, I do not wish to either be standing around outdoors in the freezing cold, or the scorching sun at a suburban hub. As we only have a half hourly service on the number 20 route, waiting to connect to another bus is going to add at least 10 minutes, if not more to a journey time. I will most likely use my car more.

x

Whilst I appreciate that at the present we don't have a functioning city centre not everyone works in the suburbs and I feel that it is really going to cut down on use of the bus - I certainly wouldn't use the bus to go the city if I had to first had to go to Papanui then into the city - might as well save time and money and take the car. The orbiter I think fills the need of those needing to go to Papanui

x

Why are you changing this service? the bus I catch is full every day. there is now no direct service for me to get to work at the hospital. what buses now go to the hospital from my end of town. a lot of my work colleges will be now unable to bus to work. I will no longer be using this service.*** Plus extra feedback/ While I agree with the changes to the routes involving Rangiora-Christchurch, I am very disapointed and concerned with the lack of busses going past the Public Hospital. There is a real lack of parking around this area so I bus on the 20 to work every day at the hospital. Many outpatients also buss to their appointments. It would seem from the proposal that there will not be many conections from my side of town, (Burnside) to the Public Hospital. The 20 Bus is always full of students going to inner city schools, hospital employees. And it seems wrong to stop a service that so many people use.

x

Understandable need for significant changes. Why was "the comet" not even mentioned on the proposed changes brochure along with the statement that Orbiter and metrostar services will not be changed. I truly hope that there will be back up orbiter buses between 7.15 - 7.45am and 2.30-2.45pm between Greers/Harewood and Burnside H.S. on weekdays because I regularly experience 3-4 full (16-18 standing) orbiters leaving me and other passengers waiting at stops as the orbiter is about 92 % full of high school students. In these winter months I refuse to wait for a 4th or 5th bus to pick me up for my journey to jellie park/ Riccarton. With no single bus trip Bishopdale-city. What is the situation Re: a cash paid fare which, at present, allows a transfer withing 2 hours? Under the new proposal one would use the transfer when transferring at the Northlands hub just to travel on to the city and then have to pay another fare if catching another bus(es) within the 2 hours. A real incentive, I realisem to have a metro card, but many do not. Two major concerns I have - multiple buses arriving/departing the hubs may result in passengers being unable to either identify or get their bus before it moves away. Drivers DO ignore some passengers. Safety/damage in the hubs - will security personnel be on duty? **Same/ If back up orbiter buses are provided (see above)

x

x

I think this is hands down a giant slap in the face, there are still people who have work in town on all the current routes. The proposed bus route changes, makes pretty much everyone either take 2/3 buses just to get to work in what is left of the CBD, unless you live on the main routes that will go into town, which in turn will make buses fuller and difficult to get out of the bus.

x

People still use the CBD, for example the library, Cashel Mall, South City Mall and all the other businesses who are still operating in town. Also the Central Station, what purpose will that go to when hardly ANY more buses go there, it will become a giant waste of space.

Again I ask why no bus on the menu for Aranui. A bus is needed out here as people with wheelchairs cannot go on the shuttle and the hours are no good for a lot of the public. Although I am very happy with the shuttle, and also a lot of folk didn't know about it running until just lately, also Mike, who is on Tuesday-Saturday run is a very kind, considerate man who does a wonderful job, his manner is something special, and he should be congratulated on this. The roads are very good now so I only hope you and your team give us a fair go out here in Aranui. Many thanks.

x

Hi, if you go ahead with the current 133/132 bus route, might I suggest that you move the bus stops on lake terrace road and fairway drive over so that people will be able to catch these new busses without walking all the way down past horse shoe lake, there is a massive gap between these stops. It'd be good having a bus that goes straight from my house to northlands rather than having to catch two.

x

I use the No 5 Southshore bus + No 60 Parklands Bus several times weekly. As they are now 30 minute frequency, it is not a good experience. There is a 20 minute wait at least every time. You say the buses are going to connect at the Hubs, Pity this could not happen at New Brighton

x

I live in New Brighton and work in Papanui. Travel time is over an hour (including walking to and from), and that if buses are running on time and connect up properly (i.e. not driving away from a transfer/timing point while another bus is pulling up behind them...)

x

I would appreciate a bus direct from New Brighton to Papanui.

Some of these routes are very good to be installed, but more services are still required in the Eastern suburbs, yes some roads are not ideal for road situations are not ideal for buses, but they still need to be introduced, I don't think you guys have looked into it and surveyed people from the east. x

Back in the paper a few months ago, you guys said that 90% of CHCH is within 800m of a bus stop is utter rubbish, I know a lot of places throughout which are over 1km from their nearest stop, I have to walk 1km to get to the nearest Orbiter stop (a service I use daily) and it's still 1km to get to the nearest 40 stop as well.

I know you're trying your hardest to get the bus services to what they used to be but more routes ARE needed in the east not the west.

We use bus 45. and metro star plus No 7. Also sometimes the orbiter. Since the earthquake we have been without a bus shelter on New Brighton Rd, next to the Bassett St Bridge. It is so cold there sometimes as it is so exposed to every wind. Myself and others have been soaked to the skin on more than one occasion this awful winter. x

WHAT IS ROUTE 15 BEING REPLACED WITH, x

I SUPPORT THE CHANGES BUT NOT NECESSARILY ALL OF THEM

With the changes to central city are there any plans to run a service from New Brighton to Bealey ave? As my job location is changing as I'm sure many people will move away from the CBD x

An elderly friend of mine is really concerned about changes to Route #20. Can you confirm that she can still catch a bus from Church Square Addington when the changes are implemented. The map is too small for the elderly to read. She lives on Ward Street and is on a very low income and has to use a walking aid. She relies on using Route 20 to get her to the shops, etc. x

At least once a month it is necessary for me to travel across town to my doctor's surgery in Sparks Road Hoon Hay. I catch the 21 from Mt Pleasant to the Central Station, then take the 8 to get to Sparks Road. If the 8 service is discontinued this will make my journey difficult. Trying to coordinate 3 buses is ridiculous. From what I could see with the new route, it would be necessary to travel to the Central Station, then catch another bus to the Sydenham hub (wherever that will be) then catch the 111 to Sparks Rd. As I work at the Palms, I would have to take a half day off just to do all this, then get back to work. Perhaps a "feeder" bus from the CBD to the hubs (like the little Eastgate-Palms link) might be useful. (I do not intend to change my Doctor) PS the 60 is no help as it branches off before it reaches my destination. * YES/NO support, NOT particularly, although I understand changes are necessary to the events in this city since 2010,. x

Hi,
there was a really awesome female bus driver one time, older lady, she sang and it was great because she said "singing makes me happy". she obviously had a lot of confidence. Am not saying everyone should sing on a bus and some of her songs weren't what I would call a modern choice, you could play RDU on the radio in a bus or if you have heaps of money have a small tv or something on buses I don't know how much money is about and actually radio would probably be better. RDU 98.5 is good because it has a mix of new music and talking about good subjects. The bus driver could have volume control so it doesn't distract him whilst driving. You could have a competition some times where every 200th passenger of the day gets a free bus ride for the day. I use the car more as have more things to carry.

x

Using the bus less as the service is now appalling!
Before the quakes would regularly use express service now discontinued
The bus now fills to standing room by the time it gets to New Brighton
Takes about 50 mins to get to the city, when I could cycle in about 25 mins

x

Can you please provide more places that sell Metrocard - it is completely ridiculous that there are only ten places you can buy it across Christchurch and you cannot buy it online - this is the number one reason why I don't use the bus system. You should be able to purchase a metrocard at any dairy, petrol station, or at the very least, the major supermarkets.

x

Can you please address the problem of the huge empty buses continually screaming up the hill, while constantly crossing the centreline on every occasion, it is only a matter of time before you have a fatal incident to deal with. We feel that it isn't driver error and wonder if you had smaller buses that would be safer for all and your revenue would rise as you could increase your route and possibly lower the frequency. Please feel free to contact me for photos etc.

x

MANY THANKS

For many years I lived in Opawa and used the 28 bus. I think it will make life harder for people living on that route if it travels less often, those who have other forms of transport are less likely to use the bus as it will require planning rather than just turning up and waiting for the next bus. And the hourly service on Sundays will make going out on a Sunday really hard work. And it will hurt Lyttelton, particularly in the Summer, by discouraging people from going there. The 28 bus was a lifeline for me, linking up lots of activities.

x

I understand that patronage has fallen, but surely this is a temporary change. So many people still live on that 28 route.

The other changes to the system seem complicated, and I wonder how many people will use these services, particularly where they add extra connections into their journey.

Our bus network pre-quake was so great. I hope we can keep it that way, it helps make Chch a good place to live.

Hubs such as Ferrymead, or Eastgate aren't included on your map!

x

I like that I can straight thru from the Lyttelton ferry to Northlands

x

#28 I would like to see services operate later at night - especially Friday/Saturday. Late night services do not have to be as frequent but it would be great to have a bus every hour or two even. #9 - removing the #9 service will be detrimental to my commute. At the moment my #28 + #9 connect well. Removing the #9 from town will probably make it impracticable to use the bus to get work (Sheffield is a ***** part unreadable** I will be forced to drive, if it takes me more than 60 minutes each way by bus. A lot of people get on the #9 between town + Sheffield cresc. Burnside students use it too. Cross town bus routes eg the proposed #28 changes - can often get caught in traffic and are really late (you cannot rely on the bus time table for these services). How do you propose to ensure that the #28 keeps to schedule if it has to run through Northlands as that side of town has terrible traffic congestion. I use the #28 and #9 services regularly, sometimes the #20 if I need to go home via Riccarton mall. The proposed changes to the #28, #9 #20 will make it impracticable for me to use the buses. Other things to note: Northlands + the roads leading to and from Northlands (Papanui, Cranford, Harewood, etc) get terribly congested. How will these roads cope with increased frequency + numbers of buses? and buses packed up between runs? With the increase in shorter routes (i.e. 122, 114, etc) there will ***** part unreadable**- See snapshot at end of the row) which seems wasteful. Where will the buses wait during this downtime? #9 maybe retain the service from town for commuting times.

x

I support the extension of the no.28 bus to Northlands. I also very strongly would like the Express services to Lyttelton to be reinstated, particularly those in the morning. This service was excellent. I used to take my bike on the bus and get off at South City. I no longer catch the bus now that this service has been cut, and instead drive my car through the tunnel to Opawa. I tried catching the buses on the regular service, but of course they take longer and the few times I tried, they were also very crowded. I would very much like the Express service to be reinstated as I would like to support the buses and travel sustainably.

x

I use the #28 and the changes are fine. However I would suggest since the #28 often has a layover in Lyttelton before starting the return to the city, the bus should go higher up the hill in Lyttelton to cater to people who live higher up the hill. It could go up Jackson and down Canterbury or across Days down St Davids/Oxford. This second option would cover a significant amount of the main valley and may increase ridership since the walk up the hill would hinder elderly or mobility-hindered people using the bus. In my own case, when I sprained my ankle I had to drive instead of taking the bus.

x

I would rather have the 28 Lyttelton at the old time every 15 min, like before, about like waiting even luck have for the next Bus now in the cold wet drench and there going off quake. You don't know when the next one is going to happen now. I am pension by the way.

x

With regards to #28 route, my main concern with the service travelling south to the city centre driving peak hours would be the congestion factor along Cranford St at peak hours afternoons affecting the smooth timetabling but with a 15 minute service, perhaps no so much of a big deal? I guess you've explored smaller bus options for off peak travel? Myth of smaller being cost effective? As a general comment, even prior to the quake, I work in Sockburn and the #5 service in the afternoon to the city was not so reliable in terms of timetabling - for a 15 minute service (not shure if it's still the case now) it did not seem so regular to me. As much as I'm not a large mall user, it makes good sence to try and cater to people using and working in these areas - Eastgate isn't a suburb, it's Linwood! As much as I'd like to hop on a train in lyttelton and get off on the line behind my workplace at Sockburn, I'm amazed at how the network (bus) got up and running again, new exchange, friendly drivers, great phone info service, I reckon you do a great job collectively, including the transport planners. ** weekly/ prior to Feb 22 I was a daily user)

x

As I live in the inner part of the large subdivision which is Tumara Park I would very much like to see the No. 60 bus turn into Puhara Street and do a small circuit around Tumara Park before exiting out of Puhara Street again and continuing its usual route. The residents of inner Tumara Park have a long walk out to Maiharau Road to the bus stop. I am a frequent bus user and find this long walk quite distressing at times. I would like you to give this your consideration. thank you.

x

I would be pleased to be able to travel by bus again for work. Since the earthquake I have been working in the north-west and needed to change buses twice. Since November I have been travelling by car because it would mean taking three buses. The new 133 bus would travel past my work. I work at weekends and hopefully the buses will go regularly at that time.

x

I do realize patronage is down on bus around Christchurch

x

Why can we not have 30min service in peak hours on 133 service it seems hourly service is proposed and that will be difficult for workers who may miss a bus

On the Route 133, there is a greater opportunity to increase the potential patronage if the out-bound route turned right at the Burwood/Mairehau roundabout and travelled to Putaki Drive, up to Rothesay Rd turn left and return to Burwood Rd and right turn to Waitikiri. This would add in excess of 500 properties to the route. The return journey would follow the reverse of this. As a route servicing Burwood Hospital it would also place passengers closer to the entrance of the hospital. It would also potentially provide a service through Tumara Park for the mobility-challenged.

x

Before Feb 22nd Earthquake you had the 83 Burwood & New Brighton bus. That bus took me directly from my street to the hospital, where I'd walk up Antigua Street 10 minutes to get to work. Now I have to take the Metrostar to Westfield, cross the road then take another bus into town. Can you create a route that did a similar one to the old 83? Or bring the 83 back??

x

I fully agree with the proposed "outer ring" hubs providing that "connecting" times when transferring from one bus to another is within -say -no more than five minutes. And that the starting time for the first bus enables to connect e.g. I have been using the bus services from stop 18274 Burwood/Stenford since 1973. Currently I catch the 6.44am #46 from Marshland and "try" and connect with #7 6.55am to "Palms Hub" to my workplace in Lincoln Rd. On most occasions this short a time travel from 18274 to the Palms Hub to connect and then we have to wait for around 10-15 minutes for the next #7. The #46 bus driver does his best though on most occasions he has had to radio #7 to wait (much appreciated) or to #7 is running late. The current 9 min scheduling for #46 from terminus to the Palms is wrong! On your proposed new 133, 6.30 am on the hour service will leave me stranded for some time at the Palms hub for a #7 connection to Lincoln Road if the # 7 route timetable stays as it is. I suggest therefore the new #133 has a 40 minutes past the hour start time. As part of this submission I tracked my #46/#7 bus journey for two weeks to gain info about travelling times. I am welcome to share this with you.

x

I use the Metrobus and the 3 and 29 airport services very regularly

x

On reading the new proposed bus network, It seems to be a good proposal, I am so very glad that our No 60 and 45 are not set to change as we really do need these services in North Shore and Brighton with the life line to the city, my thanks for that, please, please don't change there routes. x

So pleased you are keeping the 60 bus route to New Brighton. I use this bus every week day, picking it up at the Lonsdale St / Marine Pde bus stop, going to Burwood Hospital. x

Extending it to Barrington is sensible as it will be a needed connection for those travelling to south areas of the city. I work shift work so some days I catch early bus and other days the late bus. Please do not cut back the timetables any more.

The changes need to be made I agree, but think that Northern Star Service changes make it a letter as well a route number that it will avoid confusion when people don't know the bus is going to terminate at Belfast x

The current "hub and spokes" system is far more direct and efficient than that proposed. The main problem with both systems is the infrequency of buses. I can see no improvements with the proposed system, just changes to no benefit at considerable cost. x

Re: 133. The proposed 133 route is shown going along Joy St & Golf Links Rd with six speed bumps - uncomfortable for passengers and noisy for residents - & a difficult intersection Joy St/Golf Links Road.

In addition to the routes ticked below I use 45 & various others from the central hub e.g. to the Horticultural Society, Bush Inn area, etc.

The proposed changes to the Marshland bus 46 appear Ok to me,with it servicing the Palms and then continuing on to Northlands and Bishopdale

x

However I do request that there be a small change to the route at the Marshland end. The bus currently travels from Burwood Road turns into Waitikiri Drive then into Alpine View Lane. At the end it turns right goes round the roundabout in the new Waitikiri subdivision and stops at the end of the route on Bluestone Drive. It then departs and travels a long Prestons Road towards Burwood Hospital.

With the new Waitikiri subdivision currently being quickly built up with new housing can the route continue further along Waitikiri Drive, turn left into Bluestone Drive, left then right into Timberlands Terrace, continue to the end, turn right then left to stop where it currently does, which is the end of the run.

It could possibly come back the same route which would make sense, as this would not change any bus stops that are currently in place. If this change of route was adopted I would suggest one more bus stop be added perhaps at the beginning of Timberlands Terrace, where the small reserve is.

I estimate this change would not incur much more distance or time.

The Waitikiri area and new subdivision has quite a large catchment area for potential bus patrons and would increase passenger revenue. This bus also caters for school children attending Windsor Primary, Shirley Boys High, Marian College to mention a few.

Your map does not show the new Waitikiri subdivision streets and nor does Google maps. I would have included a map to outline my proposal but am unable to attach it.

I would welcome a phone call to discuss this further.

I would have to try it to be sure, but I think it might work. Especially the 15 min frequency on Cranford Street on the current 14. I wish the gold card wouldn't have the time limitation, for example to go out to the movie or restaurant

x

A bus going directly from the university to Northwood spa centre would be great! I approve of the changes as long as there is still a link to the city centre available

x

I consider that the use of feeder services will greatly reduce the use of buses as the feeder services run less often so although the main routes may be very regular that is of no use to those using the less often feeder routes. When they do use them the travel time will be often a lot longer as they wait for a change to a main bus line.

x

More specifically the Cashmere Hills service is to be greatly reduced and this will particularly affect school children. It would be better to run the new No. 1 route (if it must go ahead) up Hackthorne Road to the Sign of the Takahe.

As a family we will have to resort to using a car far more often if this proposed change occurs.

Not happy - will stop using the bus to get to work - I do not have time to go "backwards" to Northlands & then into town when currently the #9 or #15 provide a direct service at reasonable hours. I realise the #15 is not full - please consider putting on smaller buses/ taxi vans rather than changing the route which affect not only working people, but also school children who under the proposed changes, would have to catch 3 buses to get to their school! RIDICULOUS. If you want to encourage patronage you need to consider usage into and across town

x

I am the Owner of 1 out of 50 Units containing 5 tenants each. ## Street. It may take some doing but not impossible to redirect the bus. The advantages to the bus operators are obvious. Also I live in 95 St Martins rd. I am sure that bus shelters would be to the advantage of bus operators. As this street has a howling wind tunnel cold as. The patronage with mothers and babies use the stop. 97 St Martins Rd. ** Use same/ retired

x

I am emailing on behalf of the Christchurch Bridge Club, Nova place off Barbadoes Street. The club is currently being rebuilt. We have approximately 950 members, many who are older. Before the earthquake there was no public transport near the venue and would like you to consider a free? bus that circulates around the CBD. ie, Barbadoes Street, St Asaph St, Montreal St, Salisbury St loop. The public could get off at any place on the loop when coming into the city and then use the "City Loop" bus to move around the CBD. The public would be able to access most of the venues current & proposed. eg, CHCH Polytech, Rugby Stadium, Hospital, Arts centre, Victoria street, Avon River park and many others and also be convenient for our members who are unable to drive. We are currently located at Bowls Papanui, 181 Condell ave where there is a bus stop across the road and have noticed more of our members using it. This may not be applicable to this survey and would be interested if or what is been planned for the CBD as far as public transport .

x

1) I congratulate you on Central Station. It is a safe and pleasant area to wait for connecting buses plus your staff are amazing. There is a question about supervision at hubs. The old Bus station in Central city - I used to avoid - often dubious people around made me anxious. 2) Diamond Harbour ferry and Lyttelton Bus 28 - Some concern re non-peak hours and reduced evening services, especially at Weekends. Is there a query re Sundays? Many older commuters now use the Public Transport as since the quakes they are nervous about driving to town. weekends many sports people rely here on Public Transport. **use the ferry weekly.

x

1st point: The changes to the 14 Dyers Pass Road bus are not acceptable -

x

they are badly thought out and make access to the top of Cashmere difficult. As you have removed the Governors Bay service our son has to catch the bus to and from the Sign of the Takahe to get to school in town. With the changes you propose to this service he will now need to catch at least two buses - presuming that the times of the different routes actually marry up decently!

2nd point: The bus service to Governors Bay needs to be reinstated -

this service stopped after only four weeks (due to earthquakes), and in spite of indicating that you would start the trial period again, it has never been reinstated.

Christchurch city changes all look great!

Would love to see the Governors Bay bus restarted for residents over here. I have 3 children going to schools in Christchurch and to have the bus going again from Main Road Governors Bay would be really helpful.

Please make sure the ferry and buses line up timewise
Re - reduction of ferry and bus service

x

Reducing the hours of service so that the ferry's last crossing is at 6pm is ridiculous. This will make getting to work via public transport impossible. It will also majorly impact on peoples social lives ad make it untenable for many to continue living on this (Diamond harbour) side of the harbour.

PLEASE THINK!

Public transport is the future not the past. maintain ferry and bus service to 9pm at the earliest.

The changes to the 14 Dyers Pass bus will make it really awkward for me to get to and from school. Please leave the bus going all the way from the exchange to the Takahe

x

According to the draftplan (Regional) the Diamond Harbour ferry and bus route 28 are treated as connector services. This means that the services can run a minimum service of weekdays between 7am-6pm, Saturdays 9am-6pm and Sunday according to demand. I would like you to ensure the Ferry continues to be a good option for commuters. Therefore weekdays the 1st ferry is 06.30hrs and the last is 20.00hrs at a minimum. The loss of this service will mean an increase on cars on the roads and disadvantages Diamond Harbour residents.

I don't agree with the proposed changes as I won't be able to get to my chosen destination. Because there is nowhere to get a connection bus to where I go each week. Maybe have less buses in the off peak times as not many travel at that time

x

A Rolleston loop is highly needed, it necessary to extend the existing route. there is No coverage for half off of the town. It is at least 15 to 30 min walk for many people. People are being dropped off at the stop and many cars are still leaving with 1 person that would take the bus if they had a route and stops. *f2f session, came back to add, that his mother would take the bus is there was a stop closer by. He himself walks 30 min to the nearest stop each day which he can but his mum can't.

x

BUS DRIVERS NEED TO BE THANKED ABOUT GETTING THE BUSES RUNNING SO QUICK AFTER THE QUAKES! AND out of there way.

I like that the people from the retirements home can go to Barrington mall. I normally shop at northlands which you can do with the orbiter or I can start shopping at the Palms.

x

Why did the bus stop going down papanui Rd to the airport? I used this bus often and it appeared to be used well . Also have you thought about having the buses run at closer times from 7-30-till 9-00 to get people to work and school on time 15 min between buses can be a long wait at that time maybe at the other end of the day also

x

: When I want to go to the theatre and it finishes I need the timetables to work well together to go back home. With only 1 an hour I don't see that happen. I don't want to wait an hour.

A weekend bus service is needed for the Waikuku and Pegagus area linking to Kaiapoi services. I seek new weekend service for the increasing population of Waikuku and Pegasus to link to Kaiapoi exisiting services

After waiting over half an hour for the orbiter this afternoon, the driver on orbiter No 68 this afternoon (4pm) was rude to us getting on the bus. He refused to listen to one girl who asked what was going on, and then just a few stops later, he deliberately drove quickly through a huge puddle, soaking two people who were waiting for the bus. He thought it was hilarious, they didn't get on his bus. Later on he stopped a good way past another stop, forcing those waiting to run a fair way to get on, then at another stop he stopped early, although there were no puddles and no reason not to stop at the stop itself. Another time he stopped in the middle of the road, forcing everyone to get off in the middle of the traffic. Again, there was no obvious reason for this. I was disgusted with his behavior, he was obviously having a good laugh about it, but he put a lot of people out and made a lot of the passengers feel very uncomfortable. I certainly considered getting off and getting on another bus.

x

At the moment working out of university, catch No 7 on Lincoln Rd, then walk round corner and catch orbiter on Whiteleigh to Waimairi Road. Inland Revenue is moving into permanent premises In December 2012 at 92 Russley Road. I am hoping to continue to use bus service. I have been using this service every working day since 1999.

x

Because the buses are my only form of transport I rely on them to get me from my place to anywhere and everywhere. At the moment it is handy for me because I can get the 28 Lyttelton and 18 Huntsbury. With the changes will that mean there will be no buses coming past my place. If it is the case, it stinks and I hope they stay the same because it suits me just fine. Also the 90 Rangiora, is that still going the same way?

x

By the time you have created the hubs, you will lose the money you aim to save. From living around rutherlands, coming in to central station I would have to take 3 buses or extend my travelling time. As a sight impaired, I feel safe at central station, *there is* security and people to ask for help. I would like all buses to go central station, I travel to all the suburbs, really dislike route 18 not going into the centre directly. gold card user

x

Completely inconvenient and inappropriate. I have to walk all the way from 178 Bealey Av to Fitzgerald Av to connect with No 7 whitmore pickup point - all for what - I want to go up HILLS rd, not Barbadoes. No 45/46 don't cut the mustard. All I want to get 2 is challenge Hill Rd Petrol station to get Power managers topped up. - Come on! Otherwise you've got a great call centre. STATE

x

Dear Sir, Ref, Changes to bus Routes 20.8.22. It will mean I have to catch two buses into South City and Pak n Save, Moorhouse Ave to do my shopping. The 22 bus, I will have to walk at least 25 mins to Selwyn St, as I have asthma I have to stop several times to get my breath back with my shopping trundler, backpack, shopping bag. The 20 bus means I will have to go to Barrington, then a bus going via Milton st, Colombo St to South City to do my shopping, then to bus station to do reverse journey. I also have arthrites. I need a hip and knee replacement. Either that I get a taxi both ways, which will cost me at least \$30 as I am a Pensioner I can't afford this expense. Your faithfully

Dear Sir, this is a heartfelt request, that now that repairs are almost complete on Woodham Rd, that consideration be given to extend the Orbiter route down Buckleys Rd and along Woodham Rd, turning left into Gloucester St to continue its present route. Befote the EQ I used the Orbiter many times a week as I jave no other means of transport. I appreciate the Eastgate-Palms link but there are only so many times that one needs to go there. At present I have no alternative but to walk to Eastgate, With the state of footpaths and recovering from a broken ankle that choice is limited. I am sure many others would appreciate this change. I hope this request will meet with a favourable outcome. Yours sincerely.

Distinguish the focus clearly: A. ChrCh service for ChrCh, B. ChrCh outbound service have been served by other bus operator. C. Why are you diversing and complicating the original Excellent and effective plan. i.e. the Radial from Central City to other ChrCh Suburb areas. This a lot travelling in ChrCh around easy and less complicate, more effective. Make travelling easy for local and anyone - visitor, to really appreciate the Highly effective Radial bus service in ChrCh, you need to go to Auckland and use their bus service. It is so confusing and disempowering to bus users and for visitor. Using the bus service in Auckland i.e. Messy and disorientated. Difficult for bus users. Stick and Keep the Radial bus system that work well simple and uncomplicated, effective. Do not lose this focus!! Please!!

x

get rid of route 132 between Edgware and the Palms. It duplicates the orbiter and metrostar. It is a 5 minute walk from Emmett street to the orbiter on Hill rd, or the numerous services on Shirley road and Marshlands rd. Similarly Kensington av flockton street and Barbadoes Edgware which duplicate the metrostar. Just because a service has traditionally gone down a street doesn't mean it should be retained. If I wanted to get from Shirley/st Albans to the Palms or northlands I would use the orbiter. then I could get to anywhere else by interchanging. you also wouldn't need to try and argue about getting the 133 linked by golf links road (no catchments to the east and has road humps and good walking links to Marshlands anyway - why buy a fight). Please save duplication!!!

Getting to the airport from Sydenham, Beckenham, Cashmere etc has gone from being easy and quick (#10 bus) to extremely difficult and time-

consuming. The last (and only) time I tried it under the current regime, I had two options once I got to the city exchange: the first one didn't work because the connecting bus must have come and gone early -

according to the timetables I should have had time to catch it. The second option didn't work because the connecting bus only went to the airport every second time it departed. To wait for the next bus, or take the bus that went via Northlands would have taken so long I'd have missed the check-

in time at the airport. Fortunately, the lady at the bus exchange info office was kind enough to call a taxi for me. It took ages to arrive and cost a lot of money, both raising anxiety levels.

The proposed changes don't seem to improve the airport service.

Great ideas.

Hoping you'll be extending the Lincoln service to have more bus stops in Lincoln now that there are so many new subdivisions in progress there. Frequency of buses seems fine but too long a walk to the bus stop at present. Something that came down as far as the new Rosemerryn estate would be very useful - lots of kids going to school in town.

Hi

I would appreciate a response to my email. Yesterday I received your newsletter with the proposed route through Woodend, this has caused my neighbours and myself a certain amount of distress. We now see that you are planning to bring the bus down two quiet residential streets, one being Welsford and the other being Hewitt's Road. Both of these streets are narrow and totally unsuitable for buses, on the odd occasion that a school bus comes down the street, it struggles to get passed the cars that are parked out on the street.

There is also issues with turning from Chinnerys Road into Welsford Street with the bus needing to take both sides of the road- this would of course make it very dangerous.

When viewing this plan we fail to understand the need for a bus to go to Kaiapoi as the main way that the majority of our neighbourhood goes if wanting to shop would be Rangiora or Town.

We as the affected parties looked again at the plan and would like an answer from you as to why if you are so set on putting this bus route through a quiet residential area, why not make it a straight through route around Chinnerys Road, which at least has the width to allow buses to travel safely.

If you continue to go ahead with this plan, you will find that there will be negative reaction and also a petition to stop this from happening. We will not hesitate to go to our member of Parliament in regards to this.

Regards and speaking on behalf of the concerned residences of Welsford and Hewitts Road.

Community and Recreation

I am most concerned at the proposed changes, particularly No 9 Wairakei. I catch this bus five days and week, from the corner of Rossell and Lenton Street, to Sheffield Crescent, at 7.37am. There is no way I can connect, from my address, under the proposed changes, to arrive at work at 8am, without getting up at some ungodly hour! I also use the 5pm or 4.30pm service, every week, day from Sheffield Cresc to home. I would ask that you reconsider the proposed changes, to the No 9 service, in favour of retaining the status quo. I would add that I am a regulat patron on the metrostar and No

x

<p>I am responsible for relocating approximately 500 staff out to one business park located on Russley Rd. This business park alone will house approx 1000 staff and there are many workers in and around the airport. I like the idea of suburban hubs as this recognises the changing environment in Christchurch of a more suburban workforce. I would like to see the services out to Dussley Road and the Airport Business Park increased + the frequency increased of those services so people working in this area are able to make use of the public transport system. This would also reduce the number of vehicles on the roads and reduce the numbers of vehicles parked on suburban roads, making residents happier.</p>	x
<p>I am very disappointed to hear that you are proposing to change the 12 & 14 services to the Cashmere Hills. This directly effects children traveling to schools on the other side of town. Of all reasons to continue a service I would have thought education would have been a top priority. This of course will mean more cars on the roads traveling unnecessary routes which clearly isn't ideal in todays congested Christchurch. I urge your team to reconsider this change as it effects our children on a daily basis and will add more pressure to our congested roads.</p>	x
<p>I fully support the proposed new route 1 bus from PMH to Belfast as this will increase the frequency of buses down Colombo street.</p>	x
<p>I have already sent some feedback but have been having a closer look at the route and it looks like 115 will be finishing its route at Sydenham. This is ridiculous as I would then have to catch another bus to Central and then catch the No 7 to work. This means three buses just to get to work. Why can't the 115 finish at Central. I hope to goodness I am wrong and it does finish at Central. Can you please advise. Unfortunately I don't have a car and have no option but to travel to and from work by bus. Please don't make it any more difficult than it already is. I only support the proposed changes if the 115 goes all the way to Central.</p>	x
<p>I have two staff members who live on Fitzgerald Ave who cannot drive and thus are dependent on public transport. Our building was demolished as a result of the Feb 22 EQ, and we had to relocate offices to Cavendish Business Park. Currently they have to catch two buses to get to work in the morning. The proposed changes mean they will have to now catch THREE buses for the exact same journey, and the last bus goes on a round-about route to Sawyer's Arms Rd before heading past their workplace. You acknowledge that work is heading out to the suburbs and yet the changes you propose will make it HARDER for people to reach their places of work. Doesn't make sense.</p>	x
<p>I really don't want the 12 to change</p>	x
<p>I think it is a good idea that all the metro services are going to change. I love buses myself. Metro has a lot of good ideas for Christchurch and its people. The bus staff are so good and friendly</p>	x

I use No 15 bus to get into town. From what I can see, I would need to now get two buses to the city and if I need to get to the hospital, I will need to get 3 buses. It's a lot of buses for a relatively short distance.

x

I do not support the proposed changes to bus services for Burnside.

x

While the principle of a hub and spoke network has its merits, there is concern with no provision being made for a direct route between Burnside and the Central City.

As a passenger I want to take a bus that takes the least amount of time without the need for change from one service to another.

The replacement of bus routes 9 and 20 with bus routes that require me to travel further away from my end destination (from Wairakei to Northlands rather than direct to the City) and to change buses will result in my journey taking much longer.

Living a similar distance from the City as Northlands Mall is from the City, I would expect that at least one route continues to be available to travel direct to the City.

The proposed changes will make bus services in the Burnside less attractive for myself and others.

I need to be able to get from New Brighton to Papanui. Currently the metrostar & orbiter combo that should get me there in reasonable time doesn't run on time on any school day, with additional orbiters late as well; the end result being that a metrostar running two minutes late can make me twenty minutes late for work. Bus drivers are unwilling to wait two seconds for passengers to disembark a bus behind them and take transfers, even when they're waiting at transfer points. The 60 timetable was recently changed so that it no longer arrives a few minutes before the orbiter at the palms, a shame since it's about the only bus that runs on time. Sundays are even worse, I have to get up at least twenty minutes earlier in order to get to work at the normal time, with a large chunk of that time spent waiting for a second bus. Since Sunday is only on my roster once a fortnight I often forget that. I've tried so many combinations, spent so many hours looking over the network map and timetables trying to find a combination that works. On top of THAT are outages in the real time info network, inaccuracies showing buses running late that turn up on time or visa versa, buses simply not showing up at all, major bus stops (eg 39192) that don't have real time info; and bus shelters covered in graffiti, vomit, and discarded fast food. All in all I'm entirely fed up with the current services, and the proposed changes are of absolutely no use to me.

x

If the metrostar can't run on time, if the orbiter can't run on time, perhaps their timetables should be changed to something that they CAN manage.

I'm now wondering which bus to take to get me to CPIT in the morning, and home again at night. With the proposed new system, which bus/buses would I now take from Tomes Road area? How frequently would they run??

x

Im am sick to death of your bus service.

1. Dangerous distracted driving while picking up
2. Failing to stop when i am waving im plain sight
3. Never on time or within 5mins for mornings, which breaches consumer act when 20mins late and it would be fair to claim half fare back as service has failed when i go from 10min early to 10 min late! You have to uphold website times or is false advertising. In reference to bus 7 halswell

Is good that No 60 Parkland bus passes close to the Chrch Public Hospital

x

IT IS EXCELLENT

x

It would be better for me going from papanui to riccarton high. Less waiting time

x

keep a spreymon to papanui route

Like idea of evening out services along Papanui Road. x

Like idea of more 'cross country' routes.

Glad than Rangiora buses will be half hourly to 7.

Concerned at loss of direct bus link between Woodend / Waikuku and Rangiora. Not everyone wants to go into the city and supporting a growing Rangiora is important.

Will not having an off peak express service from Rangiora lengthen journey times?

With the proposed reliance of bus lanes by the new 1 service will the hours (and directions) that they are in service increase? Will the lanes be more firmly enforced? Will new sections of lane be added, where possible?

Make a Bus That Goes Threw Wigram Skies x

No, don't think either the No9 or No 15 cater for people going to the centre of town. Not much fun changing buses just to go 7-8 km. Increasing bus traffic on Papanui Rd - don't think a good idea. It would deter me from going to city centre. Less inclined to go to shedule activities. x

Personal I would sometimes have to take 3 buses. In general I think you did a bloody good job with this proposal x

Please do not stop the No 12, along Colombo Street, It is my lifeline. Please! Please! Please! x

Re Route 22, proposed new service virtually useless for anyone going beyond Northlands to the city or SYD/ Hospital, Feeder service does not work. People hate changing buses at St Bedes on Northlands to route 1. Timing very difficult to go to Redwood X City to connect with "comet" from Hornby. Rangiora buses should stop for day on North Rd up to St Beded (not express service!) not everyone wants to go to northlands x

So I now have to use three buses instead of one, huh? This does not seem to be better for me so I will have to resort to my car obviously. Are you intending to increase the transfer times on a Metro Card from 2 hours? x

The changes are good. Some bus drivers help me, some not at all. Pram and two kids, please address this x

The No8 Bus Service takes me to the doorstep of my Adult school. With this service TAKEN AWAY. I have no choice except to walk or catch a No 7 Bus which in my case can only be caught at the Depot in Town. By doing this my cost Doubles, as I have to use my TRANSFER to catch a bus from Colombo to town for No 7. The No 8 bus travels from Colombo to my destination without any transfers.

x

The proposed new routes seem to have been developed on the basis of fast, frequent routes with an interchange. Unfortunately the majority of the proposed routes are circuitous, long, slow and winding.

x

Bus networks in other cities are increasingly being developed on a 'grid' structure, rather than a radial structure where all the routes go into the city centre. A grid structure allows for the development of a route hierarchy of primary routes, and then the supporting secondary routes are often restructured to feed into the primary routes.

Interchanges then occur at the conversion of the primary routes and where they are met by the secondary routes. Aside from the proposed Route 1, it is not clear that there are any other primary routes. I would suggest more primary routes in a grid based pattern across the city, with minimal routes going into the CBD.

A public transport network is also based on coherence and legibility. Several proposed routes are not legible, i.e. they do not travel in a straight line to a destination or hub, and even have segments of the route heading in the opposite direction. A grid based approach would help to correct this.

It is also unclear what is meant by hubs? Are these interchanges? Will there be dedicated bus to bus facilities constructed? Will these have shelter, ticketing, real time information? Will car parking or property be displaced? All of these will need to be answered to meet customer needs.

The customers will also need to see which routes may no longer proceed with the proposed routes. While new or modified routes are shown, routes that may be withdrawn have not. It is therefore unclear to the customer that some of the impacts might result in fewer services. It is therefore suggested that you also include services that are being removed.

If none are being removed, then the inefficiencies of the current network are not really being addressed.

Please contact me should you seek clarification.

Thanks

There is nothing wrong with the plan. But the bus as it stands now is more than adequate. Why are you going all the way through to princess marget hospital. Is it viable? I sit on the bus and I am the last on the bus even before the endpoint, from northlands. Something else, you need to think about zigzagging more around the west belt and even more outwards to the new developments towards the rangiora racecourse, brick kiln rd, lehman's Rd (new town boundary) and south of oxford road. The roads are big enough for buses to turn. Even more with your proposal of smaller buses in long turn.

x

This would be great as it would make coming home each day so much faster!

This will make it very difficult for me and other students in my area to get to cpit as we will now have to catch multiple buses just to get to the exchange

(side note by the time I reach the exchange the bus is normally quite full)

To whom it may concern, As a resident of Yaldhurst courts I know that during the past 6 years several letters of concern have been written to you regarding a bus Stop nearer our complex. We have 36 units and more people are finding driving a car more difficult. Catching the bus is a struggle for some of our residents and returning home with shopping is just too much for them. There used to be a bus stop where the road shapes into the footpath between St Stephens Church and our Complex, so hopefully this could be used again. I am sure the Church would benefit if this were done, as many groups use the Church frequently. I have no time to get a Feedback form, but hope you may be able to help our residents. yours faithfully

x

x

To whom it may concern,

x

The proposed changes to the Lyttelton bus timetable and Diamond Harbour Ferry has come as a shock to me. We have supported this service for over 20 years. Part of choosing to live in Diamond Harbour was the access to a good public transport system so that our children could transport themselves independently with the current timetable. As commuters we are currently able to attend evening meetings/events and return home on the bus which connects with the 9.30boat on week nights, and we are able to enjoy social events on Friday and Saturday nights and return home on a later boat.

With the proposed changes, the bus stopping at 8pm weeknights, 7pm Saturday, and 6pm Sunday. And the boat stopping at 6pm week nights and Saturdays, we would not be able to support this service. This service will be finishing too early for us to meet our work and social commitments in Christchurch. This would create substantial extra cost to us financially and to the environment, because we will be driving potentially 3 cars to town each day (for our 5 family members and different time commitments). It would also compromise our quality of life, as it is more personally sustainable (energy, eco-consciously) to commute to Christchurch by public transport. We could be forced to shift from Diamond Harbour where we have lived in a sustainable manner for 22 years, contributing to the community, growing our own food, reducing consumption and teaching our children good environmental values.

With the imminent opening of a cafe/bar in Diamond Harbour, it would be expected that the number of visitors to Diamond Harbour will increase this year, and they would be wanting to visit by Ferry. This reduction in service would certainly do a disservice to Christchurch residents, visitors to the city who wish to patronise this new business, and I'm sure this will impact on the new business owners.

It is certainly a disappointment for the members of the Diamond Harbour community, Christchurch residents, and business owners.

Transferring *and paying more because of it* concerned me, but after talking to jamie I understand the fare. A lot of timetable lining up should be done

x

Very pleased with bus service in chrch, gold card love it. I love the frequency

x

You need to make the bus more accessible if you want people to use it; drop the price, or add a better 'temporary discount' to the metro card. You need late services to accommodate the new night life of suburban drinking. People would be very likely to make good use of a late bus because currently there are few other options to get from hornby to town late at night/ early in morning.

x

x

x

x

x

x

-St Albans bus Route: my daughter attends Papanui high school. We sent her to that school because of the current bus route. - She has cerebral palsy and has difficulty walking. Each weekday She catches the St Albans bus which has its terminal outside the school gates. - She would not be dropped at school gates If the change occurs. -Changing the Route would mean She would have to walk A considerable distance from the main north road/ harewood road to the school gates causing significant physical difficulties for her. Please reconsider and do not change the route.

x

I travel on the -No 12- to work in Merival and on the new route I will have to catch two buses and go around the world to do so!! It is not an option to walk up to the Main North Rd in cold and rain and cross a busy dangerous td to get there. Northwood needs a direct route into the city . I realize you need to save money and services will need to be cut but you need more public on buses as well

x

YES Support change
NO support change
More than Current
Less than current
Same
Not sure
Not applicable
8 Casebrook / Hoon Hay
9 Wairakei
11 Styx Mill / Westmorland
12 Northwood / Cashmere
14 Harewood / Dyers Pass
15 Bishopdale / Murray Aynsley
18 St Albans / Huntsbury
20 Burnside / Barrington
22 Redwood / Spreydon
46 Marshland
90 Rangiora
92 Rangiora via Woodend and Waikuku
912 Woodend Shuttle
913 Woodend Shuttle (via Waikuku)
Orbiter
Metrostar

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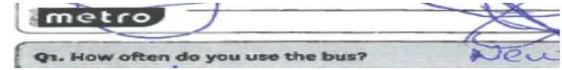
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