

**From:** [ECInfo](#)  
**To:** [Mailroom Mailbox](#)  
**Subject:** FW: Long-Term Plan submission form [#24] EMAIL:02922220  
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----- Original Message -----

**From:** no-reply@wufoo.com  
**Received:** 20/03/2015 12:05 p.m.  
**To:** ECInfo; Environment Canterbury; Services Customer; Services Customer; Webmaster@ecan.govt.nz  
**Subject:** Long-Term Plan submission form [#24]

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Date Friday 20 February 2015

Contact details • I do not wish my contact details to be made public

#### Your submission

Regarding public transport. The commute from Rangiora to Christchurch in the peak hours makes for great congestion on the Northern motorway and is long and tedious. Buses are subject to these conditions as well as cars.

I would suggest serious consideration of a pilot railbus system from Rangiora to Christchurch using the existing tracks. Contrary to some "experts" I do NOT believe this needs to be a vastly expensive undertaking.

Trains can be flexible 1 car 2 car etc vehicles (for different passenger "loads". Stations need only be basic slabs of concrete that mimic normal bus stops; there are places where they can be sited close to amenities such as Rangiora town centre, Kaiapoi town centre, Northwood shopping centre, an Orbiter interchange and so on. There are also a variety of sites in Waimakariri where park and ride by railbus could be located. It needs careful planning but does NOT require the sort of sums often bandied about by opponents. It is important though that existing track be used rather than some grandiose scheme that requires new track such as the post-earthquake proposed city centre to the University campus which required land acquisition and totally new infrastructure something that would not be required for the sort of scheme suggested here.

What do you want Environment Canterbury to do?

Consider and do an outline cost of a basic "railbus" system. Cost the rail vehicles themselves as an initial purchase, ongoing maintenance and operating cost. Cost the "railbus stops" as a one-off plus maintenance cost.

Consider if private money could be sought e.g. from Northwood supa centre businesses for the construction of a railbus stop adjacent to Warehouse accessing through to the footpaths in the centre. Do a cost-benefit analysis including the social benefits as well as private cost and

benefits. There is a published example of the CBA done for the Victoria Line underground in London as a model. Similarly there are examples of the Vienna tram/underground system and the Zurich tram system that may be helpful, albeit that they are for vastly more complex systems.

Examine if there are sufficient passing places for a service that will only use them to a limited extent. E.g. there are places at Rangiora, Redwood and so on.

Perhaps we could get a by-election down here and ask Winston Peters to stand so the government might promise to fund it ;-)