

From: [ECInfo](#)
To: [Mailroom Mailbox](#)
Subject: FW: Long-Term Plan submission form [#19] EMAIL:04932515
Date: Friday, 20 March 2015 8:52:30 a.m.
Importance: Low

Hello Team

This email came in through our Customer Services email. Can you please workflow?

Ngā mihi

Christine

Customer Services

----- Original Message -----

From: no-reply@wufoo.com
Received: 19/03/2015 1:56 p.m.
To: ECInfo; Environment Canterbury; Services Customer; Services Customer; Webmaster@ecan.govt.nz
Subject: Long-Term Plan submission form [#19]

Your name * Vivienne Allan

Address *

Postcode

Contact phone number *

Date Thursday 19 March 2015

Your submission

My submission is about the bus service.

We call the buses the 'nobody' buses because the only people on them are the drivers. Buses on the hills are slow and clumsy for the terrain. They are slow because the drivers have to drive slowly or they are too early for their schedules. They are frequently having to drive on the wrong side of the road in order to get around corners. They are too big. People don't like them and therefore won't use them.

By all means provide a service in areas where people traditionally use buses but make them smaller and more adaptable to cope with our appalling roads.

There is an apparent logic that operating smaller buses doesn't impact on their efficiency and that may be true, however it isn't a reason for continuing to use them.

Christchurch must be the only city in the world where there are numerous bus companies operating and providing an unwanted service in many areas.

The fact is that there is no CBD so providing a bus service that filters people to and from the inner city doesn't make any sense at all.

What do you want Environment Canterbury to do?

Review the service (again) with a view to providing the service where it is needed not where it isn't used.

Provide an attractive service – if Queenstown can operate smaller buses then so can Christchurch.

Be realistic about the service. It doesn't serve older people who live in hill suburbs.

Christchurch people prefer to drive or cycle. There is no history of positive and good bus use here.

Public transport needs to be aligned with suburban development. It isn't, and besides there is no housing strategy for greater Christchurch so it doesn't make sense to provide a bus service without canvassing population needs.