
From: David Cobby <davemcobby@gmail.com>
Sent: Monday, 26 February 2018 9:11 PM
To: Mailroom Mailbox
Subject: HPRM: LTP SUBMISSION

Record Number: C18C/27095

Dear Sirs,

Bus route 535 (Rapaki to Eastgate) provides vital additional bike spaces for us to get through the Lyttelton Tunnel. In the morning and evening, there are generally more of us cycling from Diamond Harbour (via the ferry), Lyttelton and surrounds into, and out of, town than the 28 bus service alone can carry. Even with the 535 bus operating, I have often had to wait for one or more busses to pass until one has space for me to put my bike on the front carrier. I understand about the financial difficulties of sustaining this and the other routes proposed for closure, but urge you to consider the needs of cyclists who have to pass through the tunnel.

Assuming the 535 service will be discontinued (as per each of the three options), the 28 bus could allow up to 2 bikes to be carried inside the bus, when the front racks are full. Before giving the knee-jerk, blanket, H&S response of "impossible", please consider that:

- . we only require passage from the last stop before the tunnel, to the first stop after the tunnel;
- . if the space inside the bus for wheelchairs/pushchairs is taken, we will be more than happy to wait for the next bus;
- . the 28 bus could be fitted out with straps, ties, hooks or similar in this space to secure the bikes whilst in transit; and
- . these special 'compensations' may only need to operate during morning and evening peak times.

I know ECan's wider remit is to promote environmentally sustainable travel, and is currently investing heavily in cycle routes across the city, including up to Heathcote. It would be unfortunate if cyclists were discouraged (particularly from this side of the Port Hills) because of increased difficulties of transferring through the tunnel.

Thank you for your consideration of this aspect of the proposed change.

Dr David Cobby
021 260 1901