

**From:** Steve <steve@groundeffect.co.nz>  
**Sent:** Monday, 19 March 2018 5:11 p.m.  
**To:** Mailroom Mailbox  
**Subject:** LTP SUBMISSION

To whom it may concern,

I am submitting on Public Transport section of the LTP.

I do **not** support any of the proposed options.

My opposition regards the axing of the 535 service through the Lyttelton tunnel, specifically with regard to the reduction in bike carrying capacity that will result from this during morning and evening commute times.

Currently the only way to get through the tunnel on a bike is to use a bike rack equipped bus.

Double bike racks are currently provided on both Lyttelton services the 28 and 535.

I commute from Governors Bay to Ferrymead by bicycle most week days and catch the 535 with my bike to get through the tunnel. Regularly there are more than 2 bikes trying to use the service, particularly between 5pm and 6pm in the evening. Even with the existing combined capacity of the 535 & 28 services there are often times when all racks are full and you have to wait for 30min or so for the next 28 bus i.e the third bus that has passed you.

I also make the following observations:

- The stats that Ecan collects on bike use on buses is considerably understated. It relies on the bus driver noting the presence of a bike by pressing a button on the ticketing device. In the hundreds of times over the last 5 years that I have had my bike on a bus, I have never observed a driver do this.
- there is an equity issue with Tunnel access for different users. All other road users, trucks, cars etc can pass through the tunnel free. Cyclists can only get through by paying for a bus fare. This prejudices against cyclists. And to make it even more inequitable various other vehicle type users carrying dangerous goods etc, get a personal escort through the tunnel at no cost.

Solutions:

- Increase the bike carrying capacity of the 28 by installing triple bike racks (SportWorks Apex 3 or similar)
- In addition to the above add an additional 28 service between 5pm and 6pm weekdays to ensure sufficient bike carrying capacity.
- Re route the 28 so that it travels up Bridle path road as this is the route cyclists take to get to the tunnel.
- Install bike counter harnesses on the bike racks so you have reliable statistics (another Sportworks product).
- Lobby who ever it is that made the rules that you can't take a bike on a bus and get that rule changed, often on the Lyttelton route there are more cyclists than other passengers on the bus and yet bus drivers turn cyclists away because

the rack is full. The wheel chair area is a perfect place to store a supervised bike or even two on a short trip like through the tunnel. This should be allowed at the drivers discretion.

- Create a new zone (zone T) that starts at the stop before the tunnel and ends at the stop after the tunnel. This zone receives the full Ecan fare contribution, but the user fare contribution is set to \$0. It is only available to Metrocard users. This rectifies tunnel user equity for cyclists.

The other approach is to provide limited tunnel access for escorted ebikes during commuter hours, this will reduce bus rack demand as people switch to ebikes.

- This service would be for ebikes only (ebikes can travel at 30km/hr in the uphill Lyt-Chch direction and at 50km/hr free wheeling in the downhill Chch-Lyt direction).

- Tunnel control vehicles escort groups of cyclists at scheduled times, say every half hour from 7am till 9am weekdays, a user requests would also be required to initiate an escort (so no time is wasted if there are no cyclists).

- Use the same Tunnel control contact procedure and process that dangerous goods vehicles use to request an escort. The gathering point can be determined with input from Tunnel control.

I acknowledge that the Lyttelton Tunnel is managed by Transit NZ. However if the region is to make any progress in increasing active transport, Ecan has a role in lobbying to help push innovation through change resistant organisations like Transit.

Regards

Steve van Dorsser

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