

From: Lindsay Richards <lindsay.richards@xtra.co.nz>
Sent: Wednesday, 21 March 2018 5:45 p.m.
To: Mailroom Mailbox
Subject: LTP SUBMISSIONS
Attachments: WRA Submission 2018.doc

Environment Canterbury
PO Box 345
CHRISTCHURCH 8140

Dear Sir/Madam

Please see (attached) the submission from the **Westmorland Residents Association**, in relation to the axing of the Westmorland to Eastgate bus service (route 145). Please note that I wish to attend the hearing, and would like to speak in support of this submission.

Yours sincerely

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(On behalf Westmorland Residents Association)



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21 March 2018

Environment Canterbury
P O Box 345
CHRISTCHURCH 8140

Dear Sir/Madam,

It is with considerable concern that we read of the axing of the Westmorland bus service. We have, in the past, submitted suggestions on how we believe the bus service could best benefit our area, and have been fielding complaints from residents for some time now, about how the current route and scheduling is totally inappropriate.

We believe that the current service is poorly patronised simply because it is so inappropriate - especially now that the large new housing development at the top of the hill is established, and that Ravensdale Rise and Penruddock Rise have now been joined. This creates an obvious circular route, as opposed to the current route that back-tracks on itself and services only the lower half of Ravensdale Rise, Woodside Common and Penruddock Rise (to the roundabout only), and includes a very difficult U-turn at the Penruddock Rise roundabout.

Quite apart from that, our residents are overwhelmingly telling us that the ultimate destination of the service – to Eastgate Mall – is a major factor in why the bus is not better patronised. They want to get into the city, not to Eastgate Mall, and they regularly arrive at the stop where they need to transfer to a city-bound bus only to find that it has already left, resulting in a lengthy wait. The same issues arise on the return journey.

Our residents also tell us that the smaller buses (presumably introduced because passenger numbers have declined) are often used during peak school-hour periods, and are regularly “so full” that some students have stopped using them because of safety concerns. Then we’ve had comments that near-empty full-size buses are used during non-peak hours. That suggests that the most appropriate buses are perhaps not being used at certain times of the day.

Rather than arbitrarily scrapping the service, perhaps consideration should be given to the number of bus movements per day, the type of buses being used, the route through the subdivision and the ultimate destination. Scrapping the service will have a huge impact on school children, adding even more stress to our already-congested roads because their parents will revert to driving them to and from school instead. It also adversely affects our elderly.

More . . .

We submit that the Westmorland bus service will be supported if it gets us where we want to go, at appropriate times. Please consider our suggestions. We are a growing community, with a very real need for an efficient and appropriate bus service. Provide us with that, and it will be supported. Thank you for the opportunity to make this submission.

Yours sincerely,

Lindsay Richards

On behalf:

WESTMORLAND RESIDENTS' ASSOCIATION