
From: ECInfo <ecinfo@ecan.govt.nz>
Sent: Monday, 26 March 2018 4:19 p.m.
To: Mailroom Mailbox
Subject: FW: Submission ID: 2018-28 LTP -1512 EMAIL:01360003369
Attachments: 145-bus-remap-26Feb18-2-route-direction-arrows.jpg

Importance: High

Hello Team

This email came into our Customer Services email queue. Can you please workflow?

Kind regards

Hebe

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

From: Tindall Rick
Received: 26/03/2018 3:42 p.m.
To: ECInfo; Mailbox Customer Services
Subject: Submission ID: 2018-28 LTP -1512

Dear Environment Canterbury

Please find attached a map diagram we have made, to help explain the "Submission ID: 2018-28 LTP -1512" content for you.

Please forward to the appropriate area.

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Regards

Rik Tindall

Chair pp Cashmere Residents' Association
332-1069 / 027-406-0077 / www.cashmere.org.nz



Make Submission

Consultee	Mr Richard Tindall (77689)
Email Address	ask@infohelp.co.nz
Company / Organisation	Cashmere Residents' Association
Address	98 Hackthorne Road Cashmere Christchurch 8022
Event Name	Long-Term Plan 2018-28 Consultation
Submission by	Cashmere Residents' Association (Mr Richard Tindall)
Submission ID	2018-28 LTP -1512
Response Date	26/03/18 3:35 PM
Consultation Point	Public Transport Options (View)
Status	Submitted
Submission Type	Web
Version	0.1

Public Transport Options

Public Transport is one of the programmes in the Transport and Urban Development portfolio. For the first year of the Long-Term Plan 2018-28 we are proposing changes to the Public Transport programme as outlined in the **Consultation Document**. (on page 10)

To make comment on the Public Transport proposed changes please complete the selection panel below.

To make comment on the the whole Transport and Urban Development portfolio, please use the tab on the left.

Please review the options in the Consultation Document and indicate which option you support: Option 4 – none of the above. (Please provide comment on an alternative solution)

Public Transport Comments

Please provide any comments.

Retaining public transport services serves multiple goods for our communities - accessibility, decongestion of roads, vehicle pollution reduction (less fossil fuel use and greenhouse gases), etc. etc. The following proposal would help improve service through raised profitability, the #145, for our local south city area by increasing its use, by joining up more suburbs more successfully. If the #145 is under-utilised, we would argue, it is because the route set for it had not been given enough thought out. From consultation we have done, and supporting the Bowenvale residents' petition submission for service for their valley, we attach (by separate email if necessary) a new local double-loop draft layout for the #145

145-bus-remap-26Feb18-2-route-direction-arrows.jpg

The #145 service revision proposal retains elements of the original route, being centred on the Barrington Interchange passing Christchurch South Intermediate and Cashmere High School very regularly, viz:
<https://www.stuff.co.nz/the-press/news/102390159/proposed-bus-route-cut-in-west-christchurch-shortsighted-says-school>

There are options in the proposal that can be explained further when we speak to you about this submission. That is, small buses (as currently used - best for on and between the hills) could be on the figure-8 loop runs, doing the whole loop off-peak, or one half of the route as a round circuit with greater frequency during the peak hours.

Also, both loops can be tightened if your route research supports that, to turn off at Hendersons Road towards Westwood (rather than to Halswell and Kennedys Bush) in the west, and from Centaurus Road through Beckenham (rather than to Halswell and Opawa) in the east. But otherwise the larger and wider double-loop is preferred, servicing more area likely to generate necessary revenue for retaining this very important local service. Circling round the Tannery to return west has been a feature of the route re-draft, and Halswell and Kennedys Bush residents have also aired a wish for more service (via Neighbourhood

Somerfield residents could this way achieve some service reinstatement that they desire, and also for Dyers Pass and Cashmere where the distances and hilly terrain make the Blue line bus inaccessible for the mobile citizens and the route is lamented.

A vibrant Barrington hub would benefit from this #145 service route enhancement, serving shoppers and the community in Spreydon equally well.

Thank you for considering this submission.