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

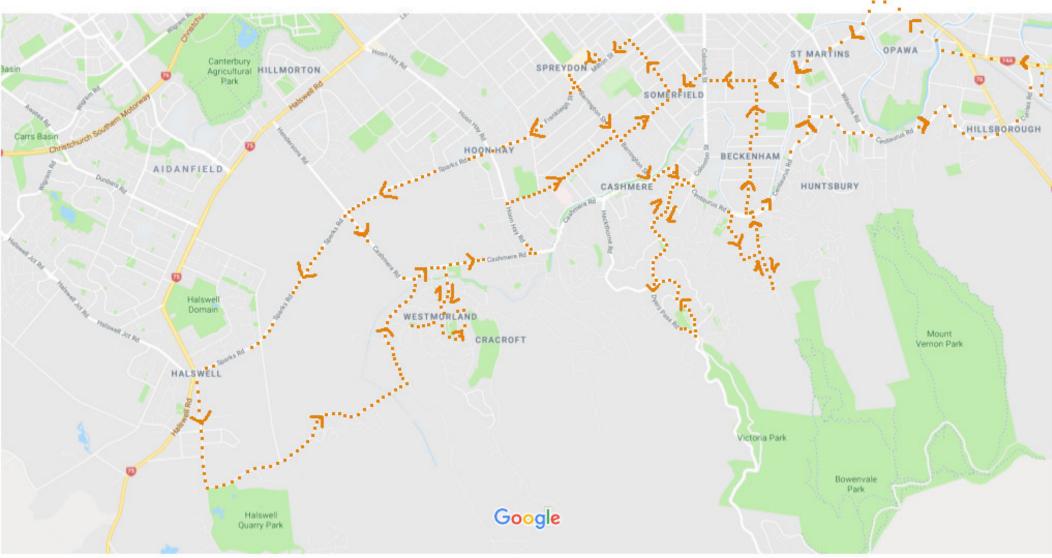
Please find attached a map diagram we have made, to help explain the "Submission ID: 2018-28 LTP -1512" content for you.

Please forward to the appropriate area.

Regards

Rik Tindall

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



Map data ©2018 Google 500 m L



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

Cashmere Residents' Association (Mr Richard Tindal Submission by

Submission ID 2018-28 LTP -1512

Response Date 26/03/18 3:35 PM

Consultation Point Public Transport Options (View)

Submitted **Status**

Web **Submission Type**

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 Lon 2018-28 we are proposing changes to the Public Transport programme as outlined in the Consultation Document.(on p

To make comment on the Public Transport propsed 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.

indicate which option you support:

Please review the options in the Consultation Document and Option 4 – none of the above. (Please provide comme 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 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 b enough thought out. From consultation we have done, and supporting the Bowenvale residents' petition submission 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 Intercha 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 wh 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 West (rather than to Halswell and Kennedys Bush) in the west, and from Centaurus Road through Beckenham (rather than to and Opawa) in the east. But otherwise the larger and wider double-loop is preferred, servicing more area likely to genecessary revenue for retaining this very important local service. Circling round the Tannery to return west has been of the route re-draft, and Halswell and Kennedys Bush residents have also aired a wish for more service (via Neighbour

Somerfield residents could this way achieve some service reinstatement that they desire, and also for Dyers Pass 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 comm in Spreydon equally well.

Thank you for considering this submission.