

# Summary submission form

## Instructions

You may send us your submission...

### Please read before completing your submission

It will help us process your submission if you clearly state the **issue** you want the Council to consider, what specific **action** you think the Council should take, and **why** that should be done.

If you wish, you can present your submission at a hearing. (If that is the case, please tick the box). The hearings will be held between Thursday 25 May and Wednesday 7 June 2006. Generally, 10 minutes are allocated for hearing each submission, including time for questions.

It will help us if your submission also refers to the page of either the full version or the summary version.

Please note: we are legally required to make all written or electronic submissions available to Councillors and to the public. This includes the name and address of the submitter. All submissions will be published on the Council's website from 10 May 2006.

**No anonymous submissions will be accepted.**

### By mail

Please mail your submission (no stamp is required) to:

Freepost 178  
Our Community Plan  
Christchurch City Council  
PO Box 237  
Christchurch 8003

### By email

Please email your submission to:  
ccc-plan@ccc.govt.nz  
Please make sure that your full name and address is included with your submission.

### On the internet

You may enter your submission using the form provided on the Council's web site at:  
<http://www.ccc.govt.nz>  
Please follow all the instructions on the web site.

Please remember to indicate if you wish to present your submission in person at one of the hearings.

Please ensure your submission arrives no later than Friday 5 May 2006.

## Your submission

You may use this form for your submission on the draft Our Community Plan if you wish. Whether you use this form or not, please include your name, address and contact telephone number with your submission.

Tick one  I do NOT wish to present my submission at the hearing, and ask that this written submission be considered OR  I wish to talk to the main points in my written submission at the hearings to be held between Thursday 25 May and Wednesday 7 June 2006

Are you completing this submission:  For yourself  On behalf of a group or organisation

If you are representing a group or organisation, how many people do you represent?

My submission refers to:  Full version  Page No.  Summary version  6 Page No. *CITY SCENE PUBLICATION*

Do you also want to respond to:  Development Contributions  Aquatic Facilities  Other

Contact Name G. S. ROBINSON

Organisation name (if applicable) \_\_\_\_\_

Contact Address FLAT 6, 21 ALLARD ST. CACH 8001

Phone No. (day) 3660-225 Phone No. (evening) \_\_\_\_\_

Email (if applicable) \_\_\_\_\_

Signature G. S. Robinson Date 4-5-06



## Summary submission form

Please be as specific as possible to help us understand your views

### Questions

① Do you have any comments on the major projects in our draft Our Community Plan? page number

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② Do you have any comments on groups of activities (the activities and services that Council provides)? page number

SECTION HEADED "STREETS AND TRANSPORT"

"EXAMPLES OF PROPOSED INVESTMENT"

- NEW BUS EXCHANGE & COSTING \$59.5 MILLION.

MANY PUBLIC TRANSPORT PASSENGERS ARE NOT

SERVICED BY THE EXCHANGE AND SHOWS THAT

THE EXCHANGE IS AN UNNECESSARY EXPENSE

AND ONLY EXACERBATES THE TRAFFIC

CONGESTION IN THE INNER CITY. COST EFFECTIVELY

THE PROPOSED EXPENDITURE IS UNWARRANTED.

③ Do you have any other comments or suggestions you want to make? page number

PLEASE REFER TO ATTACHED COMMENTS

ON A SUGGESTED INNER CITY BUS SYSTEM

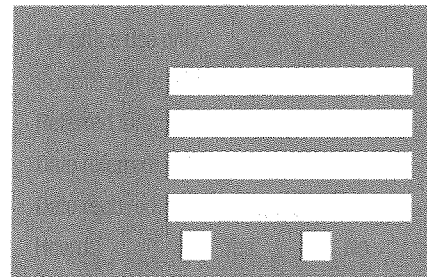
WHICH COULD BE CONSIDERED ALONG WITH THE

EXERCISE ON "BUS PRIORITY" IN YOUR

BROCHURE RELATING TO

CERTAIN BUS CORRIDORS IN

THE OUTER CITY.



## "STREETS AND TRANSPORT"

THE MANY AREAS OF TRAFFIC CONGESTION IN THE INNER-CITY ARE WELL KNOWN AND THE EFFECTS TO THE METRO PUBLIC TRANSPORT SYSTEM PREVENT IT FROM OPERATING IN AN EFFECTIVE AND EFFICIENT MANNER. THE SYSTEM ITSELF ADDS TO THE PROBLEM BY MOST BUS ROUTES BEING DIRECTED TO THE EXCHANGE OR CLOSE TO ITS VICINITY. WITH THE PREDICTED TRAFFIC GROWTH AS DETAILED IN YOUR BROCHURE THE EXISTING SYSTEM AND EXCHANGE ARE GOING TO CONTINUE TO HAVE PROBLEMS.

I SUGGEST THAT THE PRESENT SYSTEM BE REPLACED BY AN INNER-CITY RING (OR RECTANGULAR) SYSTEM. BUSES ON ENTERING THE INNER-CITY WOULD BE DIRECTED INTO THEIR OWN INDIVIDUAL RING SYSTEM (OR SHARED) WHICH WOULD ENCIRCLE THE SQUARE, UTILISING THE PRESENT ONE WAY SYSTEM WHEREVER POSSIBLE. TWO WAY STREETS WOULD OBVIOUSLY BE REQUIRED BUT WOULD BE RESTRICTED AND ARRANGED SO THAT ONLY LEFT-HAND TURNS BE MADE RESTRICTING THE NECESSITY TO GIVE WAY ONLY TO ON-COMING TRAFFIC MAKING RIGHT-HAND TURNS.

THE RING SYSTEMS COULD BE BOTH CLOCKWISE OR ANTI-CLOCKWISE DEPENDING ON THE DIRECTION FROM WHICH ENTRY IS MADE TO THE INNER-CITY.

- THIS SYSTEM SHOULD FIND FAVOUR WITH THE BUSINESS SECTOR WITH MORE CONVENIENT DROP-OFFS AND PICK-UPS IN THE INNER-CITY. §
- PASSENGERS WOULD ALSO BE BETTER SERVICED AND IF TRANSFERRING WOULD HAVE MINIMAL WALKS.

SPECIFIC EXAMPLES OF THE RING SYSTEM ARE :

① BUSES FROM PAPANUI RD.

ENTER INNER CITY VICTORIA ST - DURHAM ST - LEFT TO LICHFIELD ST - LEFT TO MADRAS ST. - LEFT TO EITHER HEREFORD, GLOUCESTER, ARMAGH STS - RIGHT TO MONTREAL - LEFT TO VICTORIA.

② BUSES FROM EAST

(a) ENTER INNER CITY INTO STASAPH - RIGHT INTO MONTREAL - RIGHT INTO EITHER HEREFORD, LICHFIELD, GLOUCESTER OR ARMAGH ~~ST~~ LEFT INTO MADRAS OR THRU. TO FITZGERALD AVE.

(b) ENTER INNER-CITY VIA KILMORE - LEFT TO DURHAM - LEFT TO HEREFORD OR LICHFIELD LEFT TO MADRAS OR THRU. TO FITZGERALD.

SIMILAR ROUTES COULD BE ARRANGED FOR MOST SUBURBS AND MODIFICATIONS EASILY PLANNED FOR BUSES SERVICING STRAIGHT THRU NORTH-SOUTH, OR EAST-WEST TRIPS.

SHOULD YOU BE INTERESTED IN DISCUSSING THIS PROPOSAL IN MORE DETAIL I WOULD ONLY BE TOO PLEASED TO DO SO.

*Stewart Robinson*  
(STEWART ROBINSON)

AS IS OBVIOUS THIS SYSTEM WOULD EASE THE CROWD EXCHANGE PROBLEM, SPREADING THE BUSES THRU THE INNER STREETS AND DELIBERATELY AVOIDING MANCHESTER ST WHICH IS PRESENTLY OVERLOADED.