

METRO SERVICE REVIEW SUBMISSION September 25 2009

New Brighton Residents' Association

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Possible New Brighton Bus Routes



To support our previous submission we provide this map of New Brighton.

The purple is the No 5, the yellow No 60, the black the Metrostar. The dotted lines are possible alternatives. The 40, 83,84 could use various alternatives of the routes They and the 60 and Metrostar are routed to the old CCC yards for waiting. Maybe the 83 could go to the Rawhiti Community Gardens at times.

The mini exchange is marked with a big red X.

We thank ECAN for reconsidering the stopping of the 60 route from Beach Rd to New Brighton.

However we believe that it is too early to divert it away from the housed areas of Lake Tce Rd and Burwood Rd. to the unhoused area of Mairehau and Marshland Rds. If it is thought that those areas will be housed within the envisioned 5 year contract, then allowance could be made for change.later.

New Brighton's vitality is helped considerably by its English Language School and it helps to have the Lake Tce Burwood Rd residential area connected to it. That residential area has more need to be connected to New Brighton than it does to North Shore.

ECAN have made a comment about making the 60 routes more direct, but it is really rather more like the Orbiter or Metrostar routes.

ECAN proposes 46 Shirley bus to go along New Brighton Rd. Better still it go along Marshlands and Mairehau, and it be a more direct bus to the currently unserved Queenspark areas.



with other buses, for connecting. When it comes up for review the ones currently up for review will not be reviewed so the problem will happen again if not doing an overall plan. Apparently the Metrostar was planned when it was not sure what the whole New Brighton Bus plan would be. So it needs to be carefully looked at as to whether the current 5 year contracts system is working against the city.

The main center for most hours of the day in New Brighton is Hawke St where Woolworths and the New Brighton Club are. The only bus stop close by, which often have several shopping trolleys from Woolies and Funky Pumpkin by it, is ~~planned to be discontinued~~. The Metrostar goes along Hawke St between these businesses, but has no stop there. The closest being along by the New Brighton school, which at night is a very dangerous area thanks to the group of little boys that hang around and intimidate people, sometimes with detrimental effect.

Though people do take shopping trolleys out of the car park, they know they are not really supposed to, so they are more likely to take a car rather than catch the Metrostar, having to carry heavy bags. There needs to be more co-operation between CCC & ECAN about placement of busstops to further the aims of public transport. The Keyes Rd stops could be better placed nearer the intersections, too, for all the routes that use it. CCC has a policy of Crime Prevention Through Environmental Design, and that ought to be extended to Metro planning too. Beresford St is a lonely and possibly scary place to wait for connections at night or early morning. [Add: An NBRA member who knows is concerned for the trusting tourists who wait there at night.] Woolworths is lighted and busy with shoppers from 7am till 10pm and lighted with workers there well after 10pm. If CCC and ECAN got together with the owners of the carpark area on the roadside next to the Woolworths carpark then this area would make a safe and lighted convenient stop to service patrons.

We ask why a new overhead bus arrival display has been placed in Beresford St before consultation on the route it services, one could construe this to mean that the submission process is just a formality and the concerns of all who submit are just being paid lip-service. [Add: We are pleased that some points from citizens have been listed to but ask for further consideration]

There have been problems about waiting places for buses. Drivers like to keep their engines running to keep their buses warm. This is very annoying for those residents that the bus sits outside from, mainly down Marine Parade and Oram Av as well as Hood St. It has been suggest both by NBRA and touched on by the Burwood-Pegasus Board that an ideal lay over place would be the old CCC yard in Owles Tce. NBRA would be keen to have the buses stop there, mainly for drivers to have a drink, possibly a toilet stop(better than peeing into the bushes along Marine Parade) and a rest break before they continue on their way. At this stage NBRA is only looking at this site as a driver lay over. Not a city exchange terminus like we have in the city. [Add: The economics of fuel use by drivers idling buses to keep warm needs to be considered when contracts are being let..]

It is interesting that the Orbiter is timetabled with a faster round trip at the weekends. That flexibility could surely be extended to other timetabling as well.

DISCONTINUATION OF 60 ROUTE FROM BEACH RD TO NEW BRIGHTON

[Add: Though that discontinuation is now not planned we leave the rest of our former submission here as it has some points]

This would be a travesty, utterly and completely. It would remove two options for supermarket shopping for Burwood/North Beach people. Quite a few North Beachers do walk along Marine Parade past Thompson Park but it does not feel safe at night(CPTED), and it would force Marine Pde residents between the Mall and Rawhiti Av to a long walk home of just over 1km, when 400m is supposed to be aimed at. This is at a time when the area has just been rezoned for increased residential density and the rugby club in Rawhiti is trying to sell its land.

Residents have started to get used to New Brighton being an exchange area. So South Brighton, Aranui, Bexley people can change to the 60 and go to Burwood Hospital, physio and visits etc.

A suggestion was agreed on that if the 60 bus cannot continue to New Brighton, that the North Shore should do another short side journey, this time along Lonsdale St past one school, along Shaw Av, if not Marine Pde or Keppel St, to Hawke St and past the other school. Thought should be given to having it loop around in Rawhiti, connecting to the Community Gardens and sports.

DISCONTINUATION OF 40 ROUTE FROM WAINONI RD TO NEW BRIGHTON

Many New Brightoners enjoy this route as it often filled in the gaps left by the 5 at night, making bus travel more speedy and viable. It will be welcome in the in the QE2 area, but it is hoped that a better means to help keep bus travel viable for New Brighton could be thought out. Bringing the 49 North Shore into New Brighton could be one of them, which would be good even if the 60 keeps going there.

NBRA Committee