



15 September 2008

Connell Wagner
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CHRISTCHURCH

Attention: Elizabeth Stewart

Dear Elizabeth,

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CONNELL WAGNER LTD.		
DATE	FILE	
17 SEP 2008		
PROJ. DIR.	ACTIONED	DATE
ES	CJ	17-8
NARRATION		

RE: PUBLIC TRANSPORT SERVICES FOR PROPOSED PREBBLETON REZONING

Thank you for sending through a copy of the information regarding the proposed plan change off Blakes Road in Prebbleton. Below are some comments regarding future public transport provision in the area which Environment Canterbury would like you to consider when planning this development.

At present, the 81 Lincoln Metro service travels from the city to Lincoln, passing through Prebbleton along Springs Road and Birchs Road. There are no plans in the near future to change this route through Prebbleton, as the current route provides good coverage of existing households and the most direct route to the city for Lincoln and Prebbleton residents.

It is therefore unlikely that any buses would travel directly through the proposed Plan Change area in Prebbleton so residents would have to walk out to Springs Road to access public transport. In the Canterbury Regional Passenger Transport Plan 2006, Policy 1.2 (a) states that 90% of residents should live within 500m of a bus route. Most of the proposed area for rezoning falls within 500m of Springs Road, but some of the western-most properties will be further away. Environment Canterbury recommends that future residents are advised of this fact so that anyone with limited mobility or reliant on public transport could choose to live as close to Springs Road as possible. This should also be taken into consideration when developing the land so that any community facilities or housing for older people is located close to Springs Road within walking distance of public transport.

As residents of this new development will need to walk out to Springs Road to access public transport, good pedestrian access is paramount. Environment Canterbury therefore recommends that this is taken into consideration when planning and developing this subdivision, so all residents have an easy and direct route to walk to Springs Road. The pedestrian link shown to William Street is ideal and it would also be favourable if another pedestrian link could be provided to Charles Street if possible to give residents in the middle of the subdivision easy access to Springs Rd. Cairnbrae Drive should also include good pedestrian facilities so residents from the southern end of the development can walk out to Springs Road.

Although it is unlikely that a bus route will travel through this subdivision in the future, it may become more viable in the long term if Prebbleton continues to expand. It is therefore important to ensure connectivity between adjacent subdivisions to allow the bus to travel along a direct route through the area, rather than having to travel in and out of several separate subdivisions. From the plan provided, it looks like this proposed development will be

well connected to existing roads and potential further development in the future which Environment Canterbury commends. These connecting roads should be of adequate strength, width and appropriate layout to allow for buses if this became a routing option in the future.

Thank you again for considering public transport in this development and you are welcome to contact us again if you have any further questions.

Yours sincerely



Shannon Ussher
PASSENGER TRANSPORT STRATEGIC PLANNER