

From: David <iola@xtra.co.nz>
Sent: Wednesday, 14 March 2018 9:03 a.m.
To: Mailroom Mailbox
Subject: LTP submission

Hello,

This is not a submission specifically about the various possible proposed changes to bus services. It is a comment on the flow-on effects of the recent change you made to the 17 bus service, which no longer goes along Roydvale Ave.

I made a submission about that route 17 change when it was a just a proposal, but it was always fairly clear that your minds had already been made up.

My wife, who is 80 this year, used to catch the 17 bus to go to work at the Arts Centre. We live on Roydvale Ave (Russley Village), and we chose to live in Russley Village because of the 17 bus route. My wife cannot walk the extra distances involved with any alternative bus plan, so I now drive her to work (she drives, but there is no reliable parking close enough to the Arts Centre). I then drive back home, and then drive back into town to pick her up from work, and then drive back home again. Four journeys by car instead of two journeys by bus.

I am mainly retired, and the work I do is online from home. I enjoy walking. On the days my wife was working in town, I often used to catch the bus to Sumner, Lytellton, or Cashmere. Easy for me with or without the 17 bus route. Now, I usually just carry on with the car after dropping my wife off in town. So you are losing out on my bus travel as a flow-on effect from my wife being shut off from the 17 bus route.

Just one example of how any reduction in bus services anywhere may have unfortunate flow-on effects, not only in the increased use of cars, but the decreased usage of bus routes that were not cut. If you want bus usage to increase, you must keep thinking of improving services, not the opposite.

David Shelley