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Sent: Wednesday, 21 March 2018 8:07 p.m.
To: Mailroom Mailbox
Subject: LTP SUBMISSION

I wish to comment on the discontinuation of six bus routes. I have a vested interest --- I use one of these routes (145) as I find it useful for getting to and from The Brewery and The Twisted Hop. If the route is discontinued, I shall no longer use public transport at all. This in itself is inconsequential, but it does mean that I would then strongly favour Funding Option 3 --- I would be very reluctant to fund higher subsidies to users of a service I do not receive. No doubt others will feel the same way. As a result, one consequence of discontinuation will be a reduction in support for funding of public transport.

There is also a more insidious, and dangerous, consequence. Current users of the discontinued routes will have to make other arrangements for those trips. But having made these alternative arrangements, users may well find it easier or more efficient to utilise them for trips to other destinations as well, resulting in a fall in demand on other routes. We could then find ourselves back here in a year's time facing the cancellation of another six routes. In short, another risk of starting on the discontinuation path is that it locks the whole system into a downward death spiral.

Of course, there's obviously a critical patronage level below which a route should be promptly discontinued, since the costs of continuing to run it outweigh any conceivable benefits. Perhaps that's the case here --- \$20/trip certainly sounds like an excessive subsidy. But, at the risk of stating the obvious, there are clear risks to doing so.

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