

Friday, May 2, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0486

Contact details

Name:

Brett Cunningham

Do you wish to speak to your submission at a public hearing?

Topic 1: Are we focusing on the right things in the plan?

Topic 2: Should we support community transport services in smaller towns and rural areas?

Our proposal: we are considering the establishment of a subsidised community transport programme providing support for transport services in Otago's smaller towns and rural areas.

What do you think about this proposal?

Topic 3: Should we increase our passenger fares?

Our proposal: we are considering increasing the base fare for adult Bee Card passengers from \$2 to \$2.50. This would effectively increase bus fares for all passengers using Bee Cards by 25%.

What do you think about this proposal?

Topic 4: Should we charge more for longer trips?

Our proposal: we are considering introducing a zone fare system to our bus networks in Dunedin and Queenstown. Under this system, passengers travelling further distances across multiple zones will pay a higher fare than those travelling short distances within one zone.

What do you think about this proposal?

Topic 5: Should we keep our free fares for children (5-12 years)?

Our proposal:

- A. Retain free fares (100% discount) for children (5-12 years), **AND**
- B. Standardise our concession discount for youth (13-18 years) to 40% across both the Dunedin and Queenstown networks. For example, if the adult fare is \$2, youth pay \$1.20, or if the adult fare is \$2.50, youth pay \$1.50.

What do you think about this proposal?

Any other comments?

Let us know if you have any other comments or ideas on the topics discussed in the Draft Regional Public Transport Plan.

Greetings

Attached are:

Submissions on plan
Proposed bus routes
Street map of bus routes
Detailed diagrams of bus routes
Night bus timetable
South Road tunnel reconnection
Site of Corstorphine bus depot
Cable car routes
Map of Momona railway loop
Skoda 30Tr trolleybus picture

Regards

[Redacted signature]

Draft Regional Public Transport Plan 2025–2035

1. Passenger experience and 4. A connected and integrated network

Revised bus routes

The bus routes are too widely dispersed for convenient access by many potential users. See maps of suggested more comprehensive bus routes. A more concentrated pattern of services would make car ownership unnecessary in Dunedin.

The bus routes need to show an emphasis on a revitalised “Main Street” branding for Princes Street and George Street with two-way traffic in both directions. The redesigned George Street presently makes for a confused traffic flow taking passengers away from the centre of the shopping precinct into the Great King Street bus hub wasteland, to which buses divert from their potentially more direct routes. See separate sheet for list of proposed bus routes.

The suggested bus services would consist of a central spine along the main streets (Princes and George) along with a grid pattern serving more streets than now in the CBD, like the Vancouver and San Francisco bus route patterns.

At present, the spine suffers from a deformity in its being one-way in part on George Street and having a restricted flow on the CBD main streets, which streets should be the focus of core bus services.

The suggested core bus routes along Main Street between Transport Place and the Botanic Gardens would consist of historically numbered northbound routes **2** (Normanby), **4** (Pine Hill), and **8** (Opoho) paired respectively with southbound routes **3** (St Clair then Corstorphine), **9** (Caversham then Corstorphine) and **5** (Shiel Hill then Vauxhall), having bus stops and timing points in the Octagon. The Octagon is a focus of vehicle and pedestrian activity. A 15-minute headway on each of these 3 paired bus routes would give a 5-minute interval between buses on Main Street. An hourly headway would give a 20-minute interval along Main Street. See suggested night bus schedules.

The Octagon would also be served by buses serving Stuart Street originating at Corstorphine via St Kilda (**13**), Forsyth-Barr Stadium (**16**), or the Dunedin Railway Station (**17**), to termini at Halfway Bush (**15**), Green Island via Bradford (**16**), and Wakari Hospital via Brockville (**17**).

A feature of the suggested bus route termini would be the convergence of some outlying bus services to facilitate interchanges at Wakari Hospital (**17**, **18**, and **19**) and Corstorphine (**3**, **11**, **13**, **14**, and **25**).

Wakari Hospital is to be redeveloped with more extensive services and is adjacent to Leslie Groves Hospital. A direct bus service (**17**) via Brockville would facilitate employee travel.

The current 30-minute bus service headway serves only a captive market who have no alternative transport option. A 15-minute headway would attract more patronage from those who did not want to wait for up to half- an-hour for a bus.

Corstorphine offers a naturally occurring confluence of bus routes, which would encourage higher density housing and potentially a large-scale shopping mall. It would be a logical site for a bus depot in Blackhead Road adjacent to Water Tank Road. See accompanying maps.

The passenger experience would be enhanced by the buses having destination roller blinds that are much easier to read than the electronic signs that are hard to read in bright sunshine or rain.

A principle of bus service operation is that buses should use the same streets in each direction of travel, avoiding one-way streets, so that passengers can easily find them. Bus stops should be in pairs that are visible from one other and have weather-proof shelters with timetables.

These suggested 13 bus routes would replace about 18 current bus routes largely by extending them. All bus routes except 11 and 16 would be through-routed with other routes:

2 Normanby / 3 St Clair then Corstorphine (replaces 8 Normanby / St Clair)

4 Pine Hill / 9 Caversham then Corstorphine (replaces 5 Pine Hill / Calton Hill)

5 Shiel Hill then Vauxhall / **8 Opoho** (replaces 11 Shiel Hill / 10 Opoho)

6 Gardens / 14 Balaclava then Corstorphine (replaces 63 Logan Park / Balaclava)

7 Railway via Maori Hill / **21 Shiel Hill** via Belford Street (replaces 15 Ridge Runner and part 19)

10 Ocean Grove / 20 Ross Creek (replaces 3 Ocean Grove / Ross Creek)

11 Exchange to Corstorphine via **Belleknowes** and Burnside (replaces 19 Waverly / Belleknowes)

12 Gardens via Clyde Street / **22 Bradford** via Kenmure (replaces 61 Kenmure)

13 St Kilda then Corstorphine / **15 Halfway Bush** (replaces 44 St Kilda / Halfway Bush)

16 Stadium via Railway and Kaikorai to **Green Island** (replaces part 70 Green Island)

17 Brockville then Wakari Hospital / **23 Abbotsford** via Playfair Street (replaces 33 and part 70 Abbotsford)

18 Exchange to **Wakari Hospital** via Maori Hill (replaces 33 Corstorphine / Wakari) / **19** Exchange to **Wakari Hospital** via Maryhill (replaces 50 St Clair Park / Helensburgh)

24 Exchange to **Gardens** via St Andrew Street / **25** Exchange to **Corstorphine** via Macandrew Road

The current services to Palmerston, Port Chalmers, Portobello, and Mosgiel would be mostly unaffected by these suggestions.

Restoration of suburban railway service

The passenger experience would be enhanced by the restoration and extension of the suburban railway service between Balclutha and Palmerston with a loop serving Momona airport, making the airport accessible by northbound and southbound trains. The airport is poorly served by public transport at present. Railway platforms should be installed by the Forsyth-Barr Stadium to cater for large numbers of stadium users. A suburban train service between Balclutha and Palmerston could have the effect of reducing the number of vehicles on State Highway 1. Some of the former Auckland diesel multiple units being stored at Glenbrook Vintage Railway and Pukeoware depot may be available for use until electrification occurs on Dunedin railways.

Revival of cable cars

A unique passenger experience would be provided by the reinstitution of the Maryhill cable car with extensions to Moana Pool and Corstorphine, serving a proposed Caversham railway station, as well as by the Kaikorai cable car between Queens Gardens via Rattray Street and Kaikorai Valley Road. These should be San Francisco style double-ended cars (not requiring a turntable) with provision for external

hangers-on in defiance of the health and safety spoilsports. The tracks could be made safer by installing barriers to prevent falling from heights on elevated sections. See accompanying maps.

2. Build trust

Public ownership

The trust in the passenger transport system would be enhanced by the Dunedin City Council owning the vehicles and servicing facilities and leasing them to competing operators. The DCC could directly operate some services to provide a benchmark for their cost and quality. Transport depots should remain in public ownership rather than being sold to service providers, who could sell them as in the Gaunt Street depot example in Auckland. The Transport Place depot should be retained for bus operations because of its central location and historic transport function.

The elected councillors are much more responsive to public pressure than are private service operators, who are confined to the terms of their contracts.

3. Environmental sustainability

Return of trolleybuses

Lithium batteries have a detrimental effect on the environment, ranging from the mining of their components, wear and tear on roads from their extra weight (about 3 tons), their significant fire risk, and their non-recyclable disposal.

The nickel component is mined in Indonesia by Chinese-owned businesses resulting in environmental degradation and labour exploitation, at the expense of Australian nickel miners, who follow the regulations preventing such harm, and lose business as a result.

The lithium comes from Chile with similar detrimental effects on the environment and workers.

The cobalt comes from the Democratic Republic of Congo, is often extracted by child labour, and its mining causes devastation to the environment.

Lithium batteries have a service life of between 5 and 20 years affected tremendously by non-optimal conditions of temperature, state of charge (SoC), charging rate (C-rate), and depth of discharge (DoD)., with a 30% reduction in power capacity after 10 years. Sometimes, electric vehicles cannot function in very cold conditions.

Battery buses require significant down time to charge their batteries, thereby increasing the number of buses needed to maintain their in-traffic service by about 20%. They also need to have extensive battery charging facilities at their depots. Trolleybuses have a 24-hour service availability except for minimal maintenance requirements such as cleaning and maintenance.

Trolleybuses have a service life of 40 years or more. A basic model with a lead-acid battery providing enough power to navigate around road works and local power outages, and forgoing the option of in-motion charging of a lithium battery, would not incur the excess weight and loss of seating penalties of an autonomous battery bus and would avoid the environmental impacts of a lithium battery. Regenerative braking would return power to the supply system for a

trolleybus without a lithium battery. However, the overhead wire (catenary) electricity supply system would be an additional expense for a trolleybus network. The catenary has the virtue of positively indicating where the bus routes are.

Martin Wright, gave examples in “Bus Electrification: A comparison of capital costs” Urban Transport Magazine, 12 April 2021, of the costs of trolleybus electrification:

Berlin trolleybus system in Spandau. Wired length 76 km. Cost €1.59m / km (NZ\$ 3.03m).

Mexico City construction cost of 1 km with electrical supply is US\$1.5m / km (NZ\$ 2.51m)

Vancouver Marine Drive extension 2009, 2.2 km wire extension Can\$1m / km (NZ\$ 1.20m) plus large substation Can\$5m or small substation Can\$1m.

Some of the existing Dunedin roadside traction poles may be reusable and thus save costs.

A new battery bus costs about £400,000 (NZ\$ 892,036) in the United Kingdom, compared with £150,000 for a diesel bus. Vilnius Public Transport in Lithuania signed a contract to buy 91 Skoda 32Tr 12 metre 95-seat trolleybuses for delivery in 2024 and 2025 at a cost of €575,000 (NZ\$ 1,094,760) each. The Skoda 30Tr 4-door model could be purchased as a 2-door model to allow for increased seat capacity above its nominal 104 seats.

Trolleybuses each cost about 20% more than a battery bus but last at least twice as long. They could be introduced on high density routes centred on the Octagon and then progressively added to other routes to achieve a majority if not total trolleybus network.

5 Value for money

The Government is expecting a return of more revenue from passengers. A zone fare system could produce more revenue but a monthly cap of say \$80 could apply so as not to penalise regular users. Keeping travel free for children aged 5-12 would encourage their public transport use and get children accustomed to and familiar with the system for when they became adults.

An increase in the flat fare to \$2.50 is probably inevitable but would be money well spent if the buses were reliable and timetabled at 15-minute intervals during the daytime say from 0600 to 1800 hours from Monday to Saturday and at no longer than 30-minute intervals at other times except for some night buses (**2, 3, 4, 5, 6, 8, 9, 13, 14, 15, 16**) at hourly intervals.

More information appears in annotations to the accompanying maps and pictures.



30 April 2025

Proposed Dunedin Bus Routes revision (excluding outlying townships)

2	Normanby	via George Street & Gardens	(through-routed with 3)
3	Corstorphine	via Hillside Road & St Clair	(through-routed with 2)
4	Pine Hill	via George Street & Gardens & Liberton	(through-routed with 9)
5	Vauxhall	via Andersons Bay Road & Shiel Hill	(through-routed with 8)
6	Gardens	via Thomas Burns Street & Clyde Street	(through-routed with 14)
7	Railway	Exchange via Rattray Street & Maori Hill	(through-routed with 21)
8	Opoho	via George Street & Gardens	(through-routed with 5)
9	Highgrove	via South Road & Lookout Point	(through-routed with 4)
10	Ocean Grove	via Andersons Bay Road & Bay Cemetery	(through-routed with 20)
11	Corstorphine	Exchange via Rattray Street & Belleknowes & Burnside	
12	Gardens	via Clyde Street & Howe Street	(through-routed with 22)
13	Corstorphine	via King Edward Street & St Kilda	(through-routed with 15)
14	Corstorphine	via High Street & Balaclava & Lookout Point	(through-routed with 6)
15	Halfway Bush	via Stuart Street & Taieri Road	(through-routed with 13)
16	Green Island	Stadium and Railway Station via Stuart Street & Bradford & Burnside	
17	Wakari Hospital	Railway via Stuart Street & Brockville	(through-routed with 23)
18	Wakari Hospital	Exchange via Dundas Street & Maori Hill	(through-routed with 19)
19	Wakari Hospital	Exchange via Burns Street & Glenpark Avenue	(through-routed with 18)
20	Ross Creek	via Clyde Street & Howe Street & Glenleith	(through-routed with 10)
21	Shiel Hill	Exchange via Wharf & Somerville Streets	(through-routed with 7)
22	Bradford	via London Street & Kenmure	(through-routed with 12)
23	Abbotsford	Railway via Wharf Street & Playfair Street	(through-routed with 17)
24	Gardens	Exchange via Clyde Street & St Andrews Street	(through-routed with 25)
25	Corstorphine	Exchange via Wharf Street & Macandrew Road	(through-routed with 24)

Route numbers are based on historical usage.

Through route extensions at peak times and Saturdays:

6	Pine Hill	via Thomas Burns Street & Clyde Street	(through-routed with 14)
12	Normanby	via Anzac Avenue & Clyde Street & Gardens	(through-routed with 22)
24	Opoho	via Clyde Street & Howe Street	(through-routed with 25)

Palmerston, Port Chalmers, Portobello, Brighton, and Mosgiel services are not included above.

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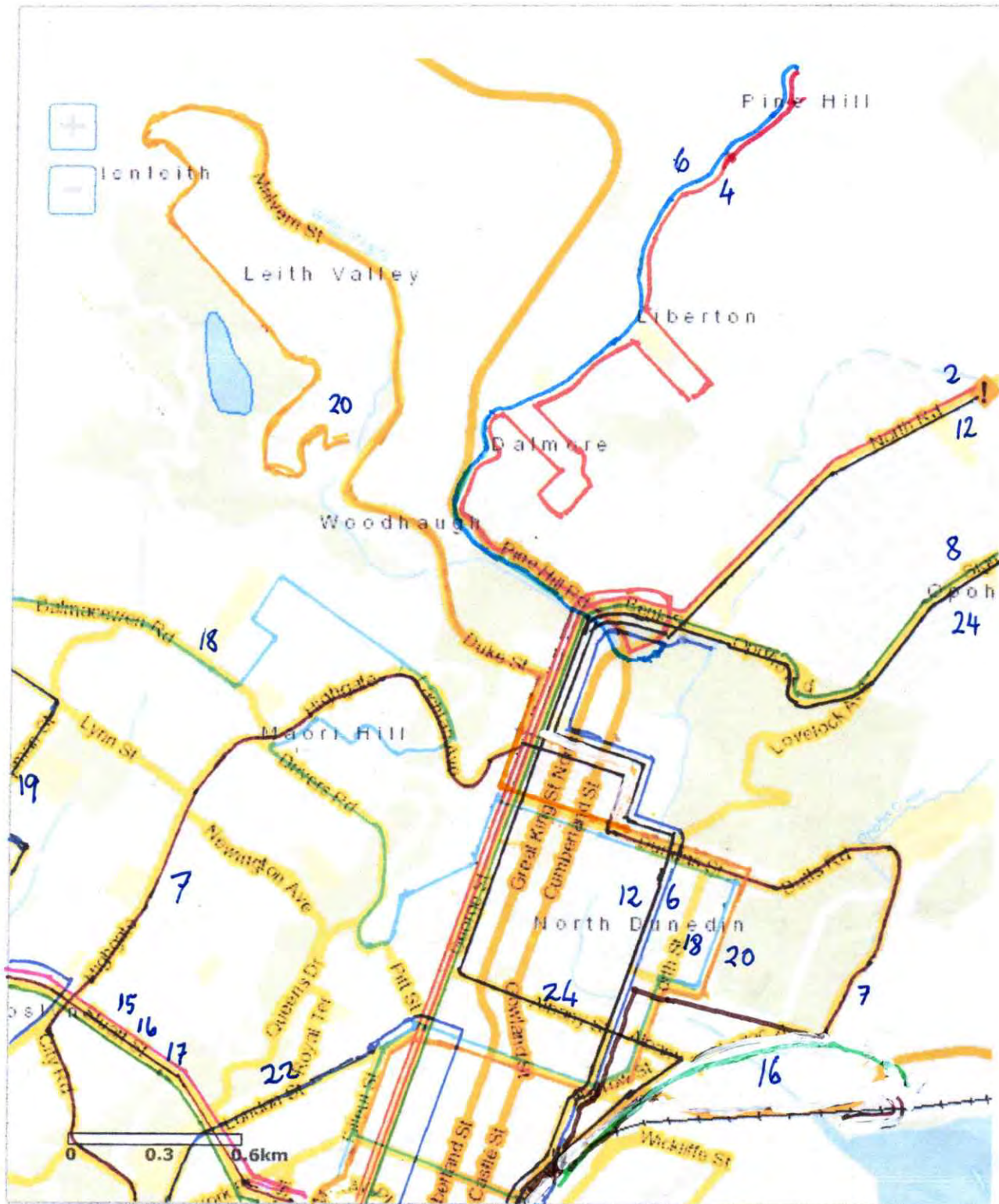


Street map

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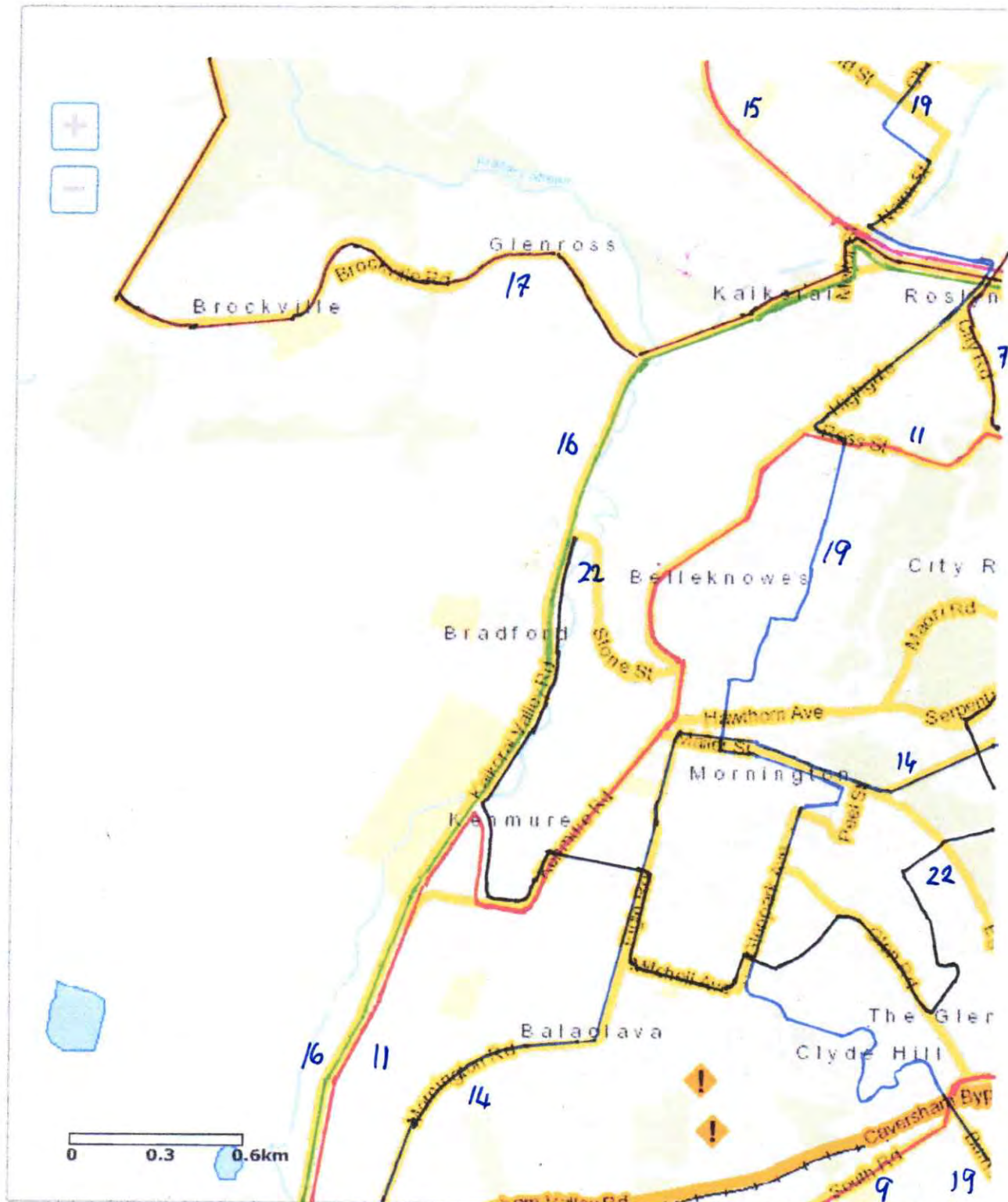


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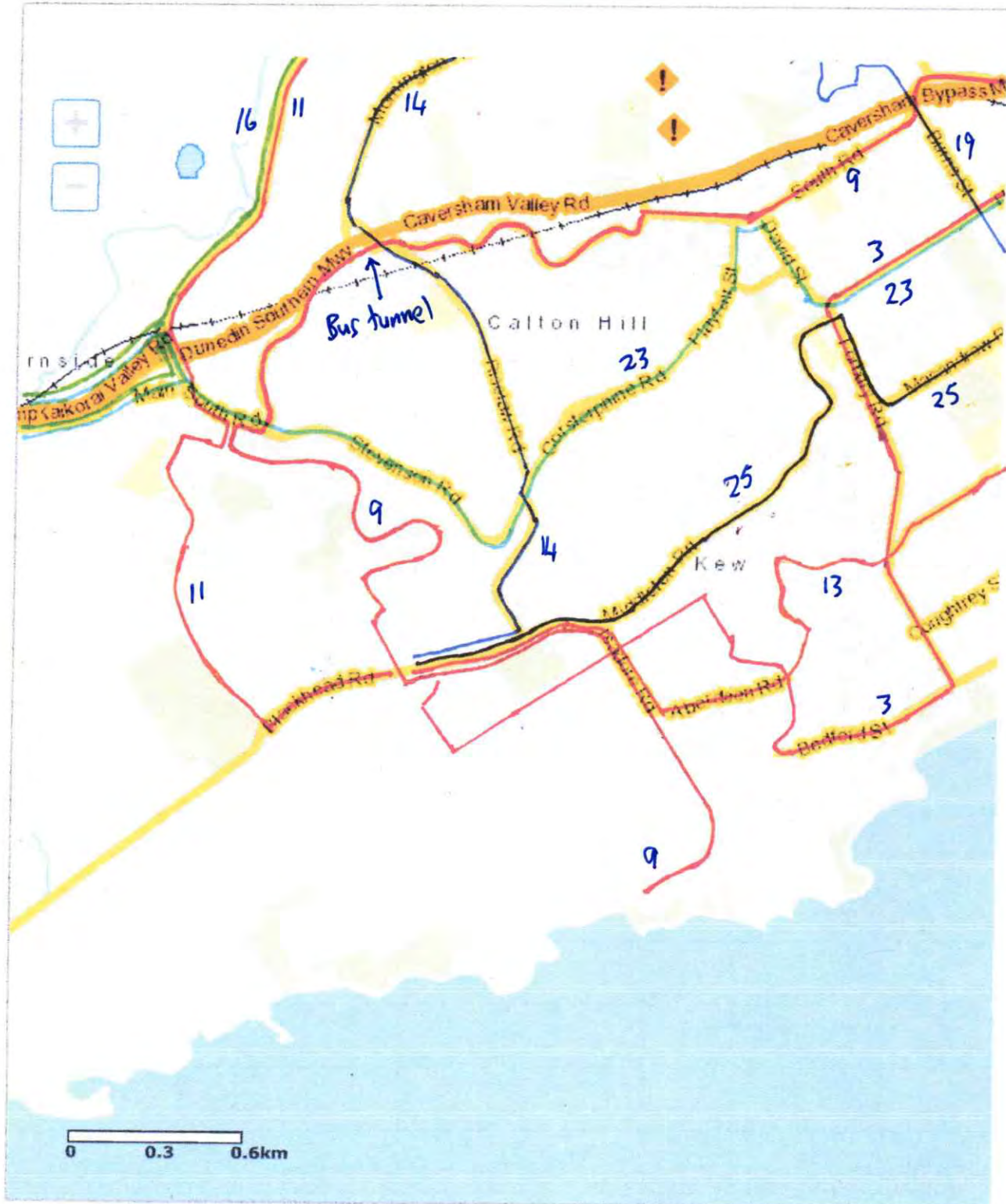


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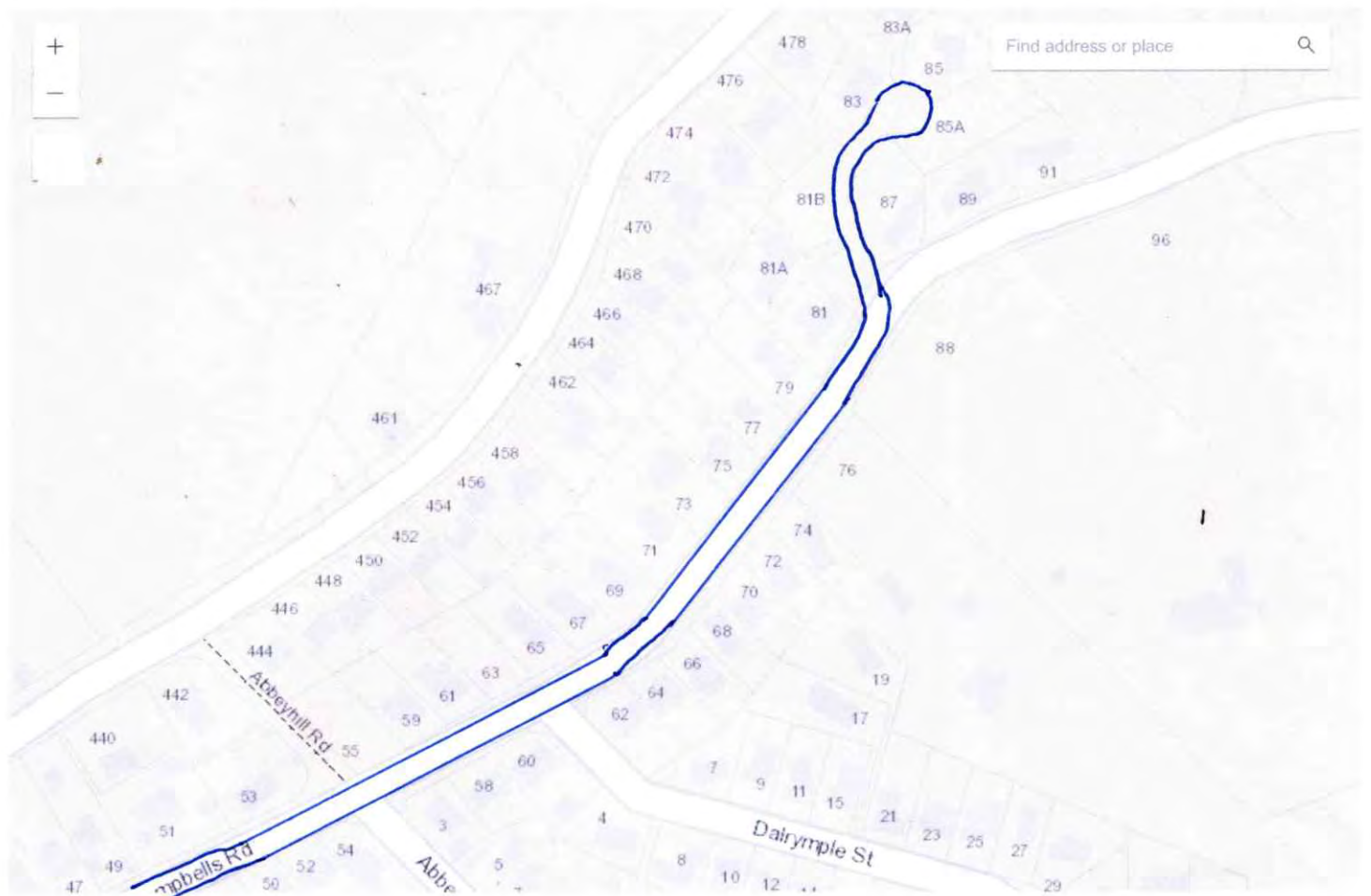
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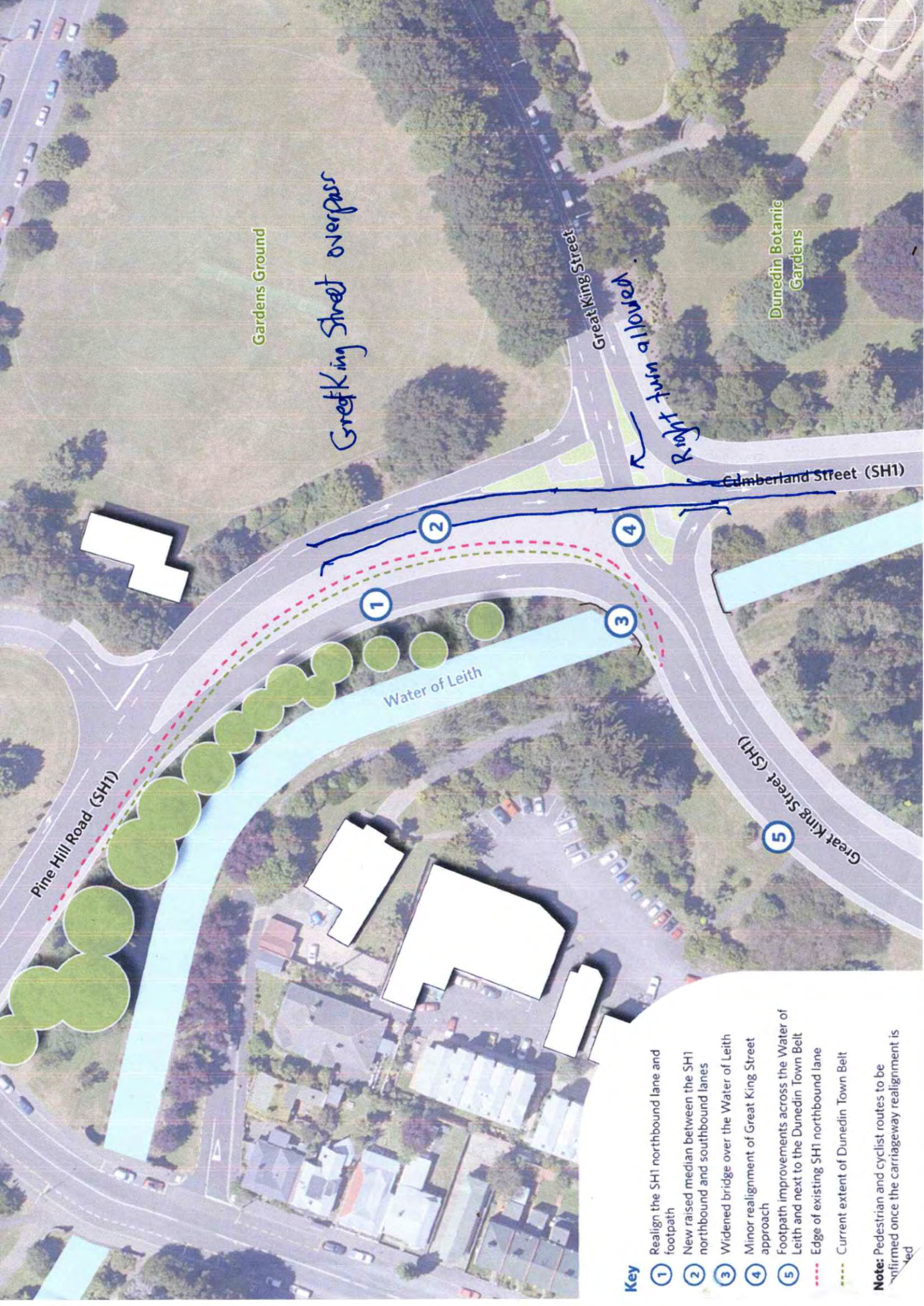
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Extended Pine Hill terminus at 85 Campbells Road
(private road)



Gardens Ground

Great King Street overpass

Great King Street

Right turn allowed

Dunedin Botanic Gardens

Cumberland Street (SH1)

Water of Leith

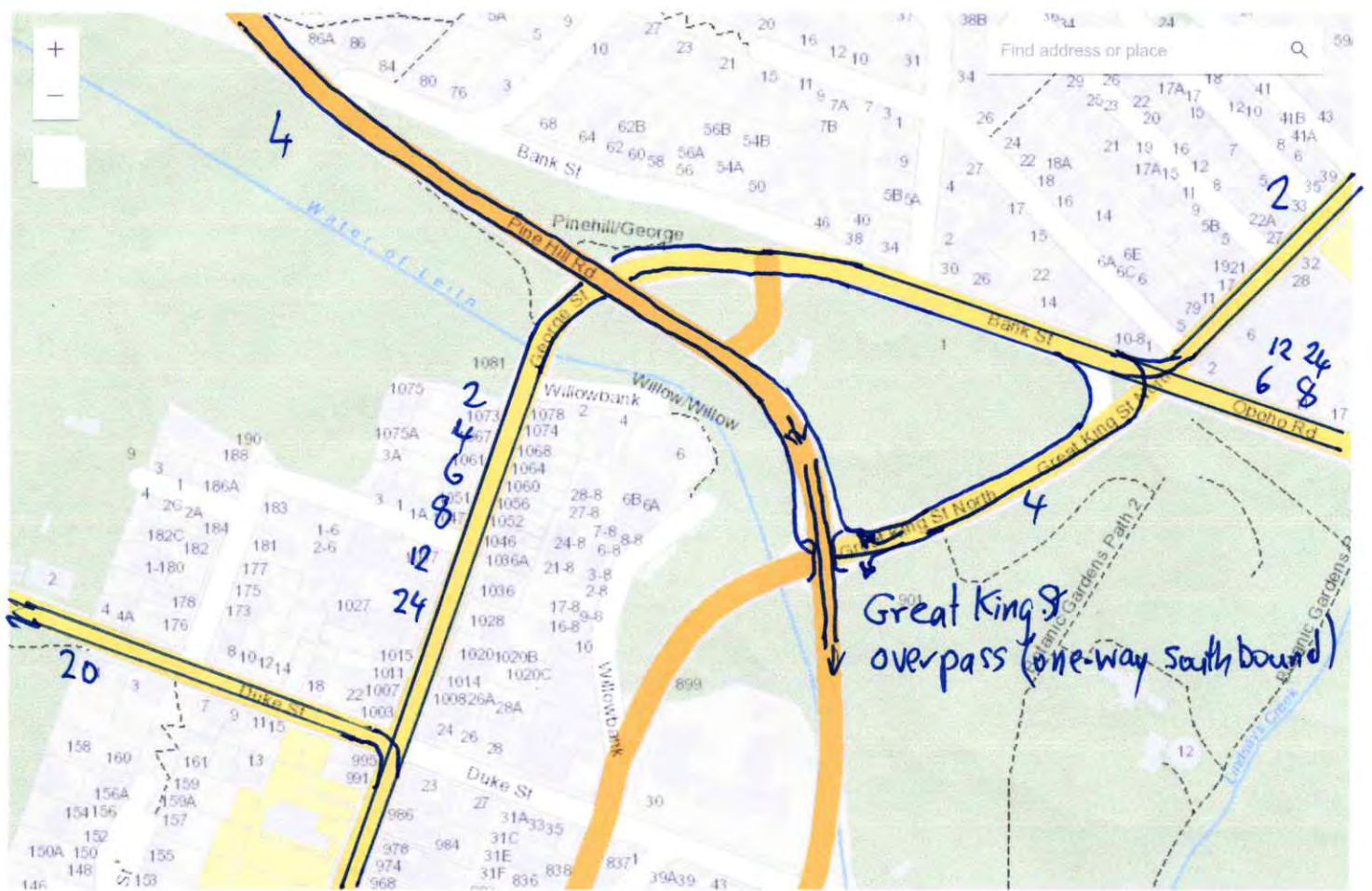
Great King Street (SH1)

Pine Hill Road (SH1)

Key

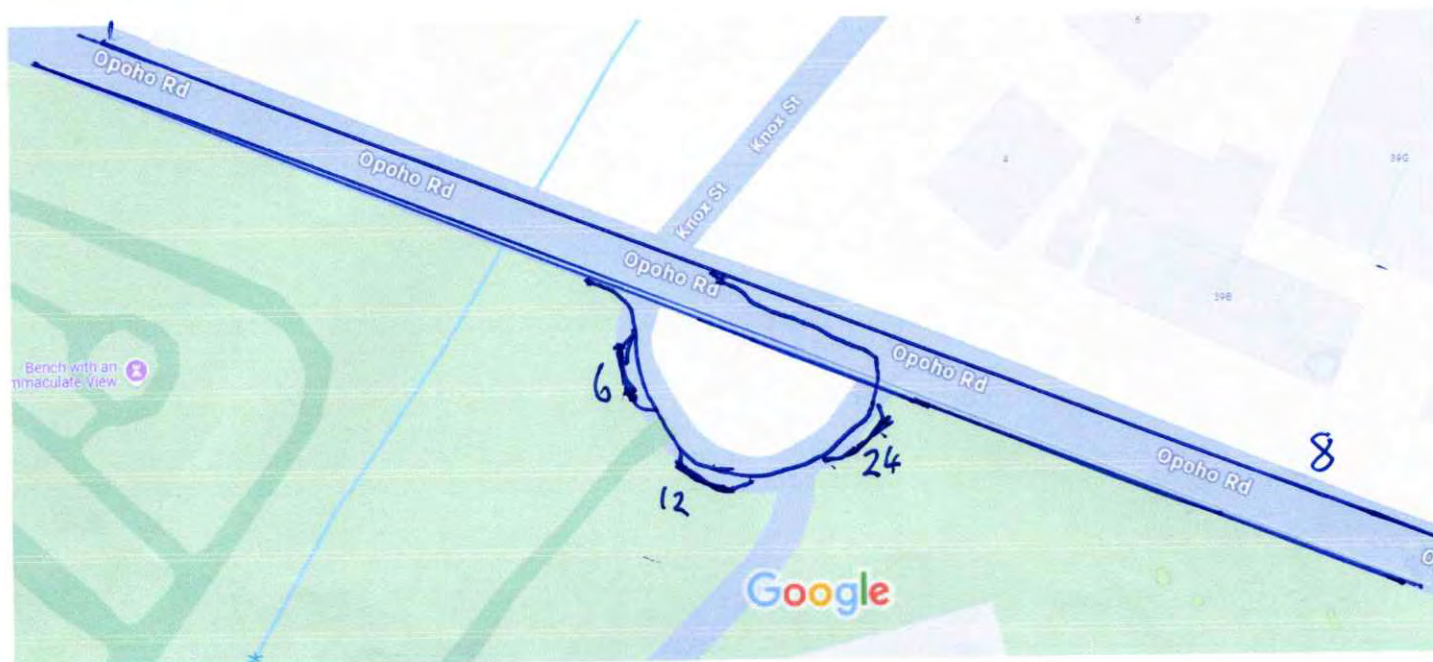
- ① Realign the SH1 northbound lane and footpath
- ② New raised median between the SH1 northbound and southbound lanes
- ③ Widened bridge over the Water of Leith
- ④ Minor realignment of Great King Street approach
- ⑤ Footpath improvements across the Water of Leith and next to the Dunedin Town Belt
- Edge of existing SH1 northbound lane
- Current extent of Dunedin Town Belt

Note: Pedestrian and cyclist routes to be confirmed once the carriageway realignment is completed



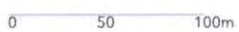
Gardens Bus Routes

Overpass allows right turn from Great King Street into Pine Hill Road.



Map data ©2025 Google 10 m

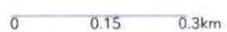
Gardens Bus Stops



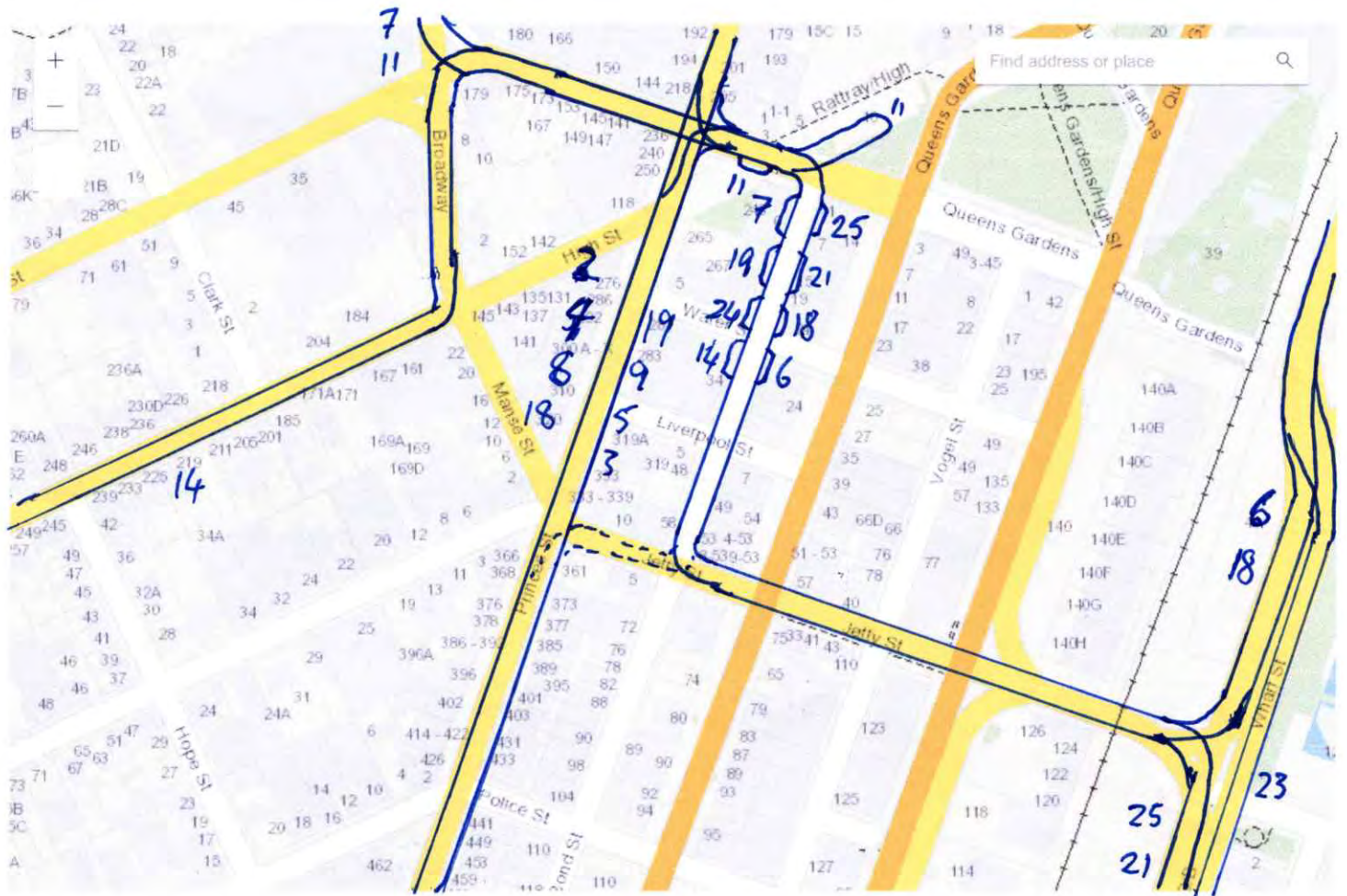
CBD Bus Router
(octagon stops)



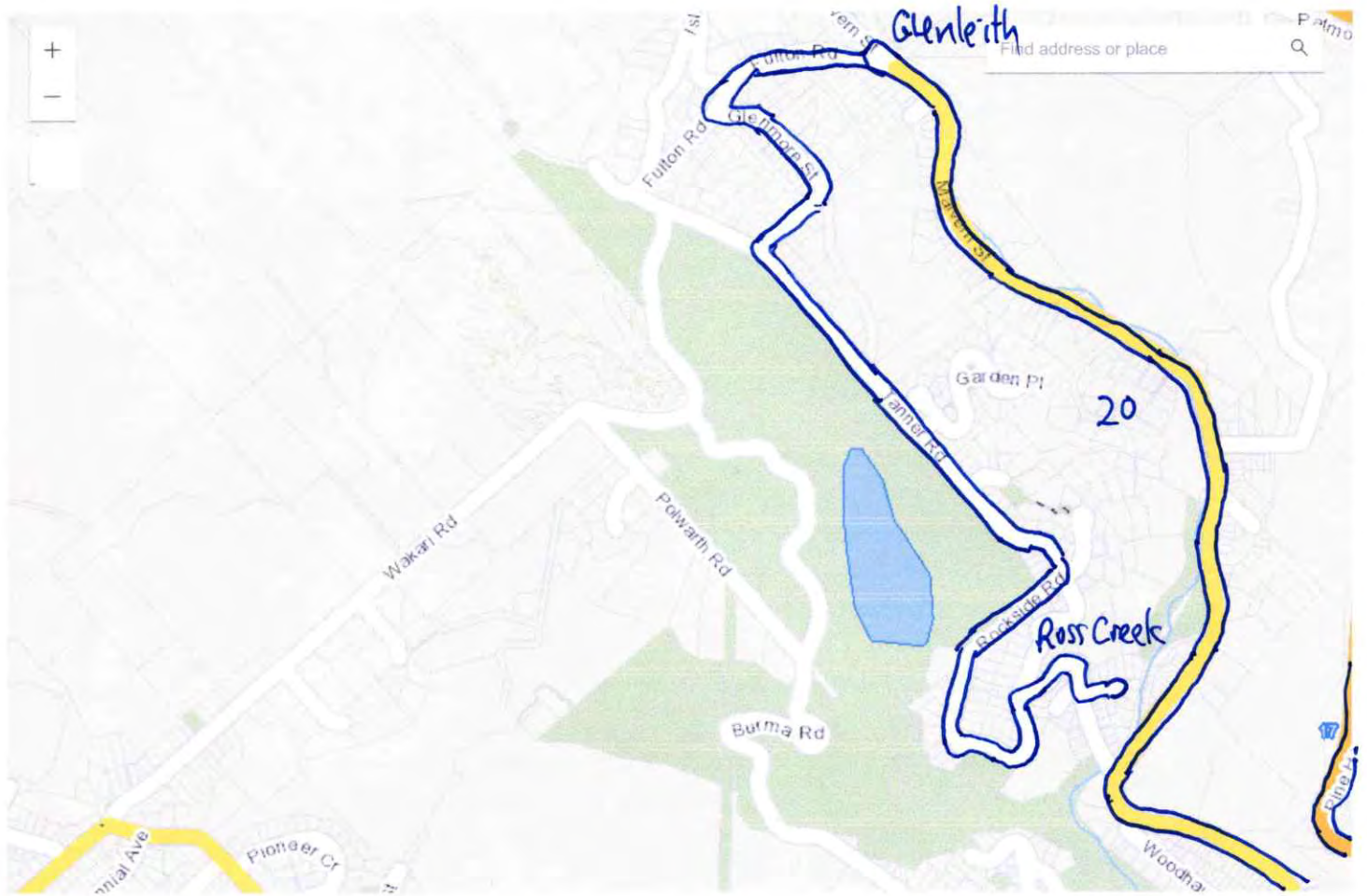
Railway Station Bus Routes







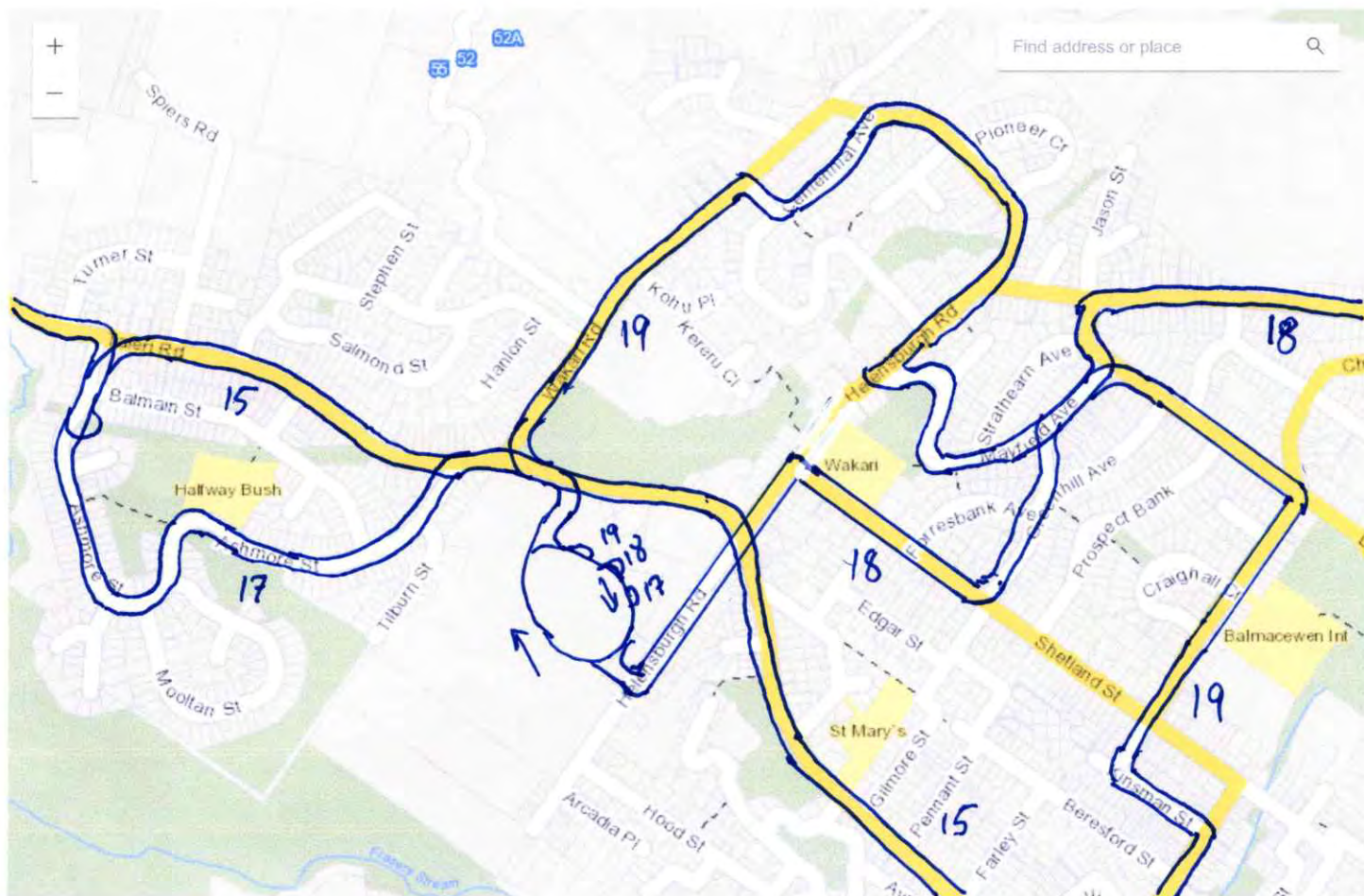
Exchange Bus Router
(Bond Street stops)



Ross Creek terminus (McGlashon Street)



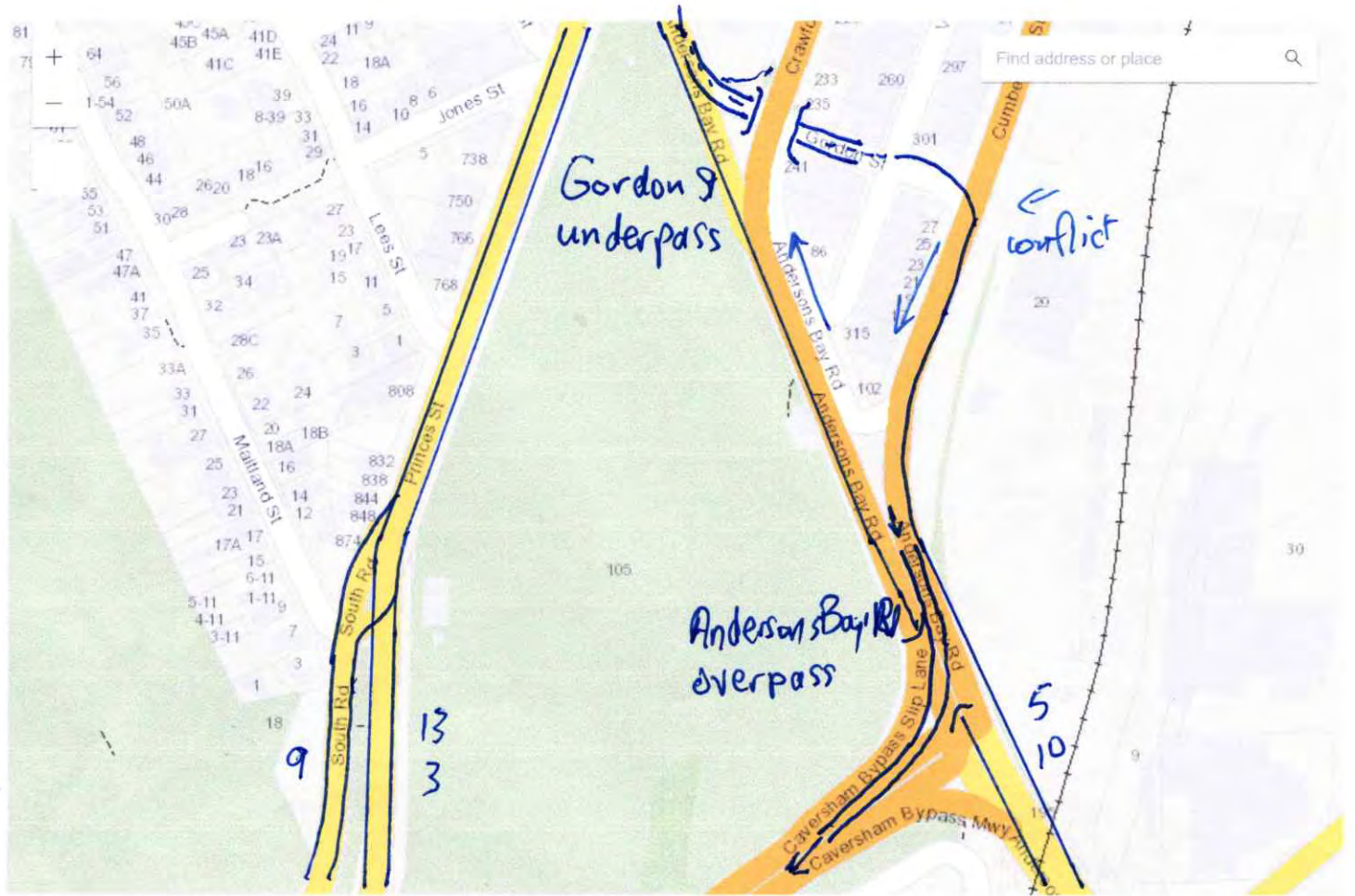
Maori Hill bus routes



Wakari Hospital Bus Routes



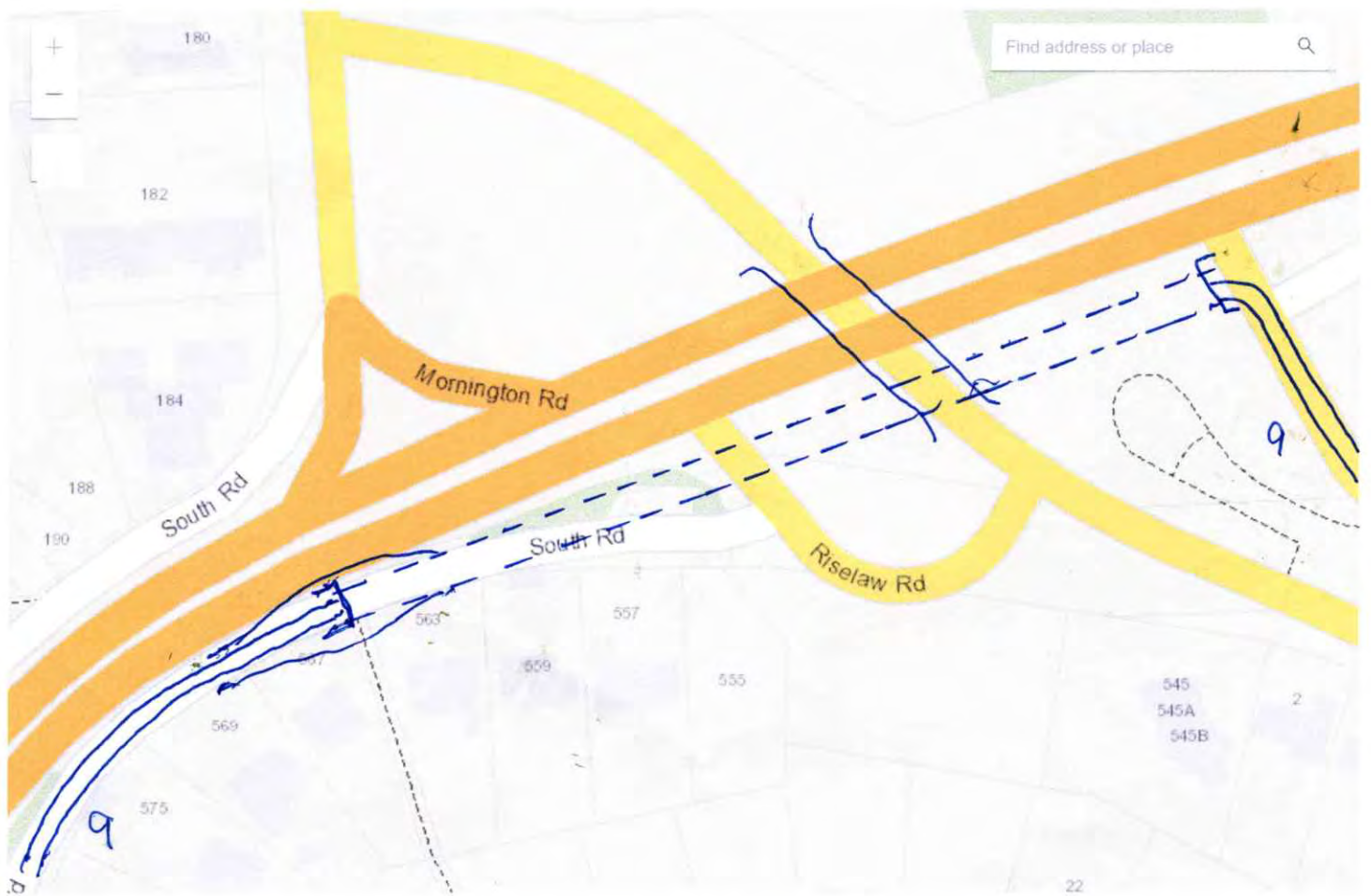
Walter Street turning circle avoiding
sharp turn at Patrick and Haywood Streets



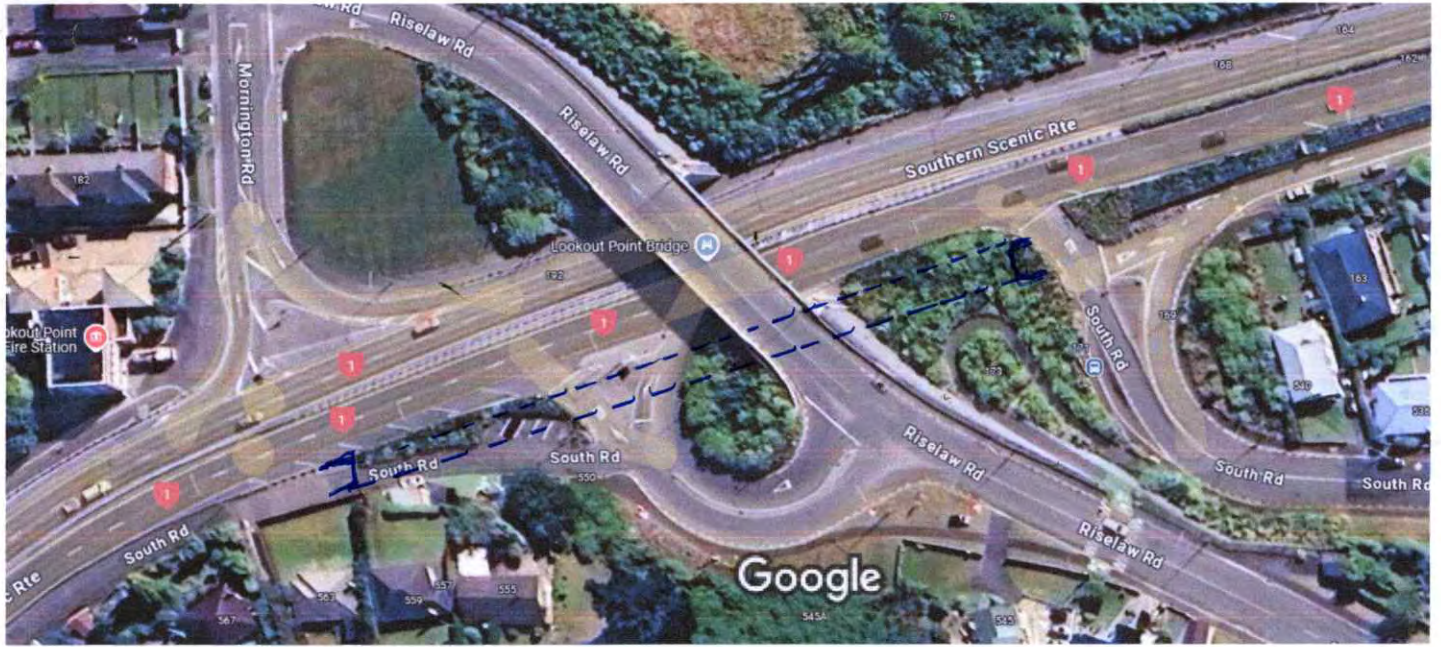
Separation of S#1 and Andersons Bay Road traffic

DUNEDIN NIGHT BUSES

Route	Time out	Time back	Route	Time out	Time back
	dep	arr / dep		dep	arr / dep
	Octagon	Normanby		Octagon	Corstorphine Octagon
2	00 George St	20 / 20	3	40 St Clair	14 / 26 00 (2 hours)
	Octagon	Pine Hill		Octagon	Corstorphine Octagon
4	20 George St	40 / 40	9	00 Caversham	30 / 50 20 (2 hours)
	Octagon	Opoho		Octagon	Vauxhall Octagon
8	40 George St	00 / 00	5	20 Shiel Hill	55 / 05 40 (2 hours)
	Octagon	Halfway Bush		Octagon	Corstorphine Octagon
15	30 Taieri Rd	47 / 50	13	10 St Kilda	44 / 54 30 (2 hours)
	Railway	Green Island		Railway	
16	00 Kaikorai	28 / 30	16	00	(1 hour)
	Exchange	Corstorphine		Exchange	Gardens Exchange
14	00 Balaclava	38 / 42	6	20 Clyde St	36 / 44 00 (2 hours)



South Road tunnel reconnection



Imagery ©2025 Airbus, CNES / Airbus, Maxar Technologies, Map data ©2025 Google 20 m

South Road tunnel reconnection.




Calton Hill Bus Routes

Ryehill Street not served in proposed route redesign. Could be rectified by extending Route 11 from Corstorphine to Caversham Station. - - - - or

Land Record Search allows you to find a title, instrument or survey. Start typing an address into the box below to proceed, or select a different search option.

You can also use the map to locate a parcel and find related products.

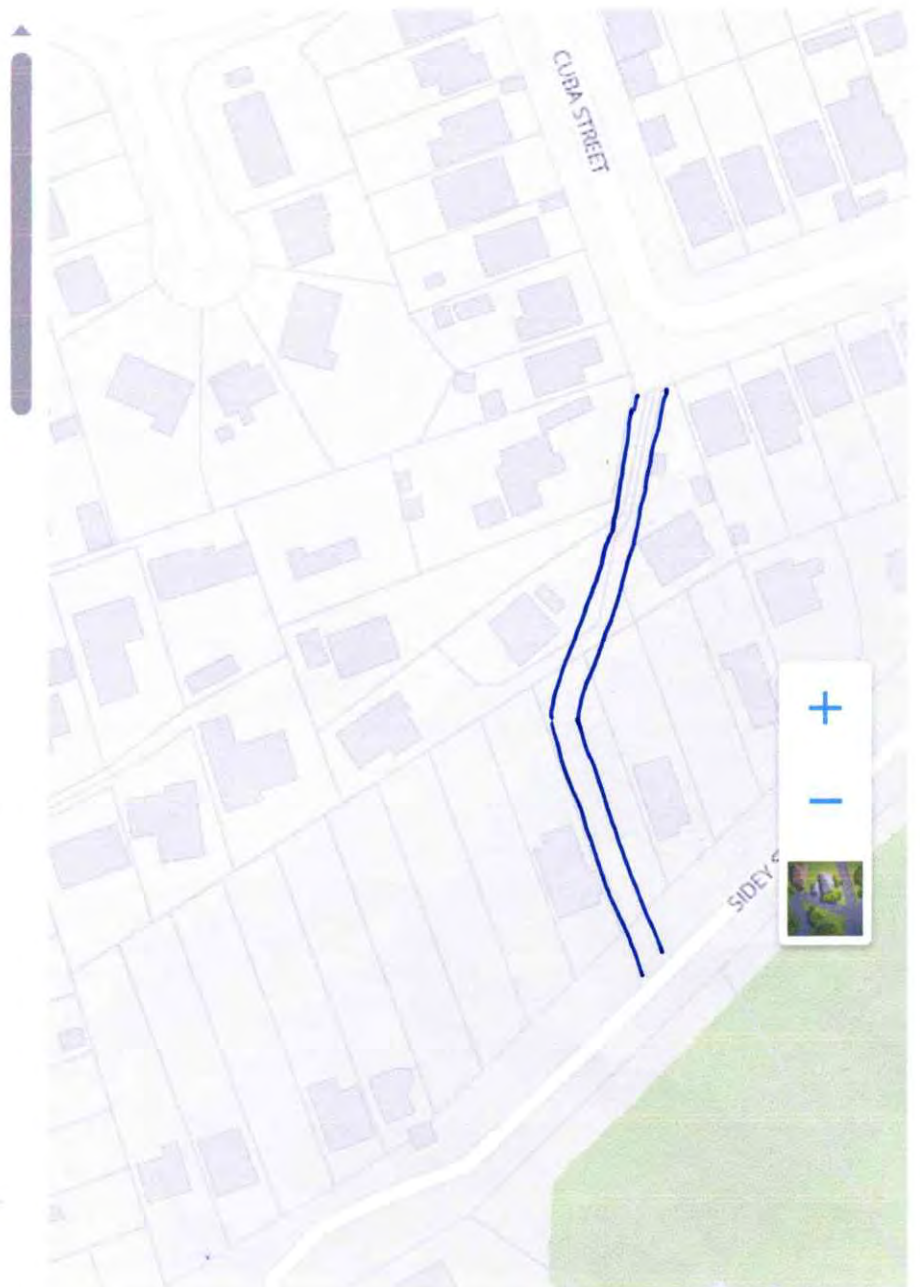
Title reference

 Enter

Cost

\$8 per
record.*

Payment



New road connecting Sidey Street
and Cuba Street for Route 11
extension to Caversham Station.



Imagery ©2025 Airbus, Imagery ©2025 Airbus, CNES / Airbus, Maxar Technologies, Map data ©2025 Google 50 m

Blackhead Road: Site for Corstorphine bus depot

Site for Corstorphine bus depot





Close Developments Limited
Lots 1-23, 100 & 101 Being a Subdivision at 31 Blackhead Road

FIGURE
2
5



51

VIA CALIFORNIA ST.

NOB HILL &

VAN NESS

MARKET ST. CHINATOWN

SUNSHINE OF ALCATRAZ
A HISTORICAL FILM
by Johnnie Johnston

SAN FRANCISCO MUNICIPAL RAILROAD

Van Ness Ave., California

51

Streets

& Market

TWO STANDARDS ONLY

TWO STANDARDS ONLY

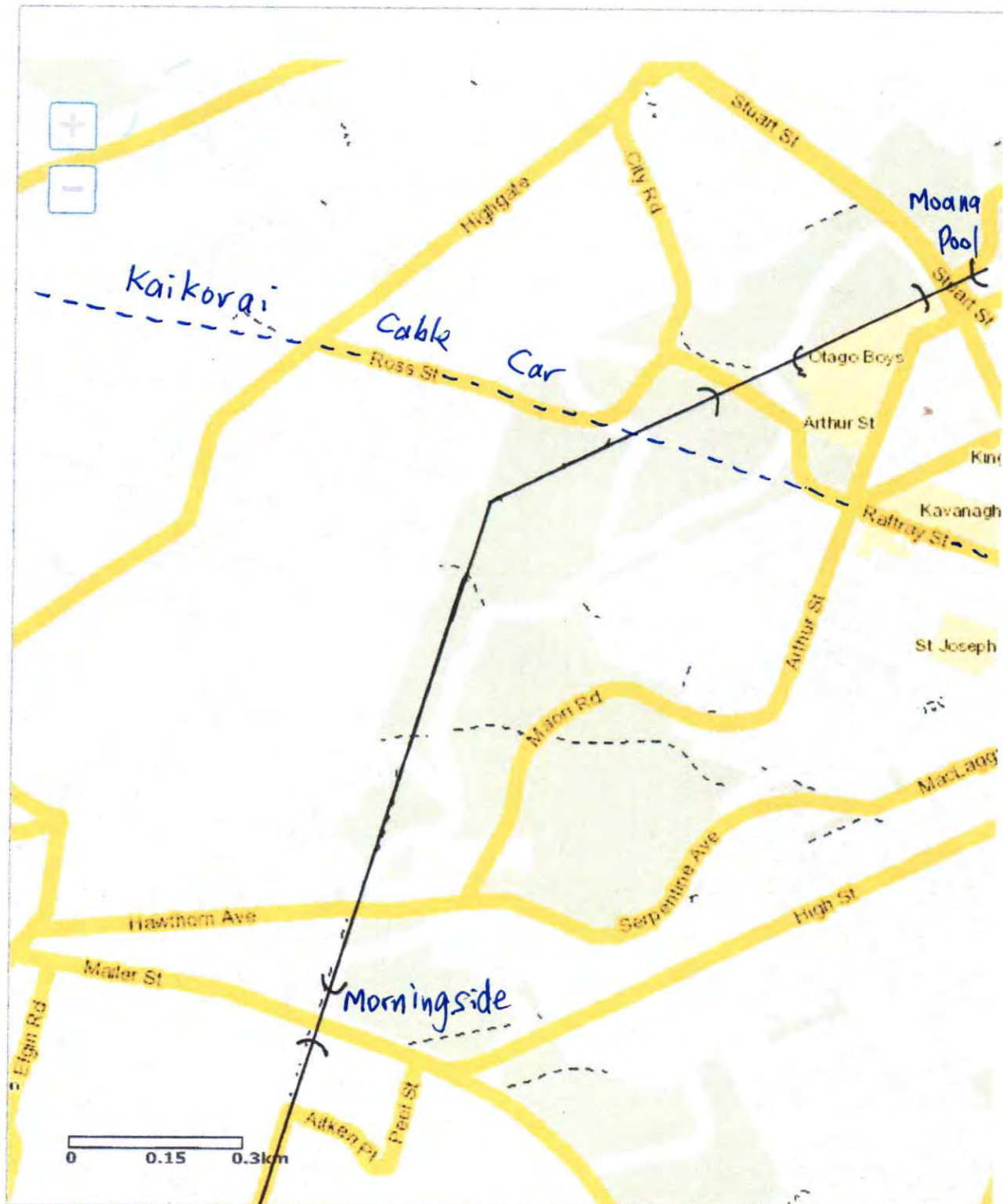
Street map

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Maryhill cable car extension to Moana Pool
Kaikorai cable car extension

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Maryhill cable car extension to Carstorphine

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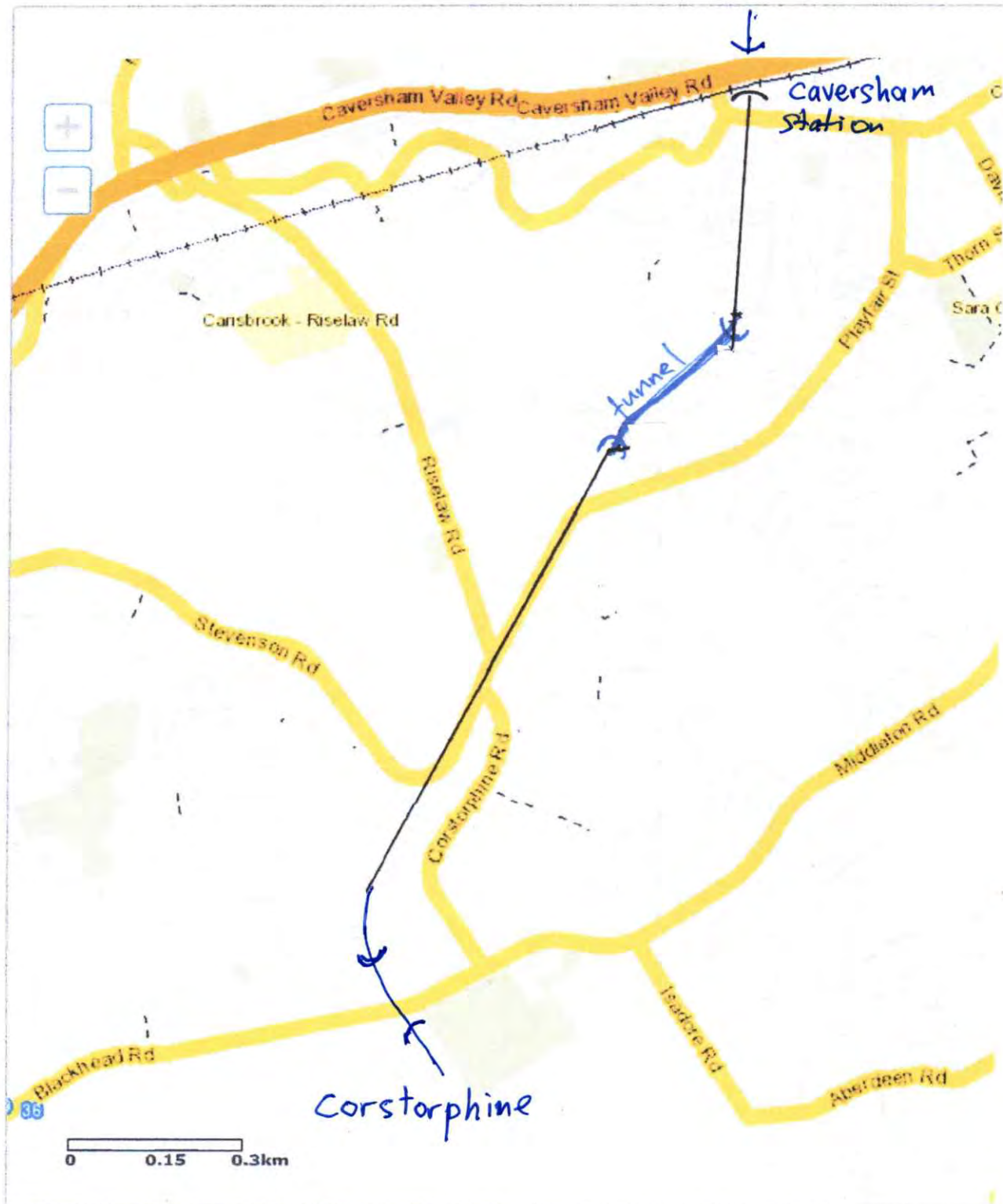


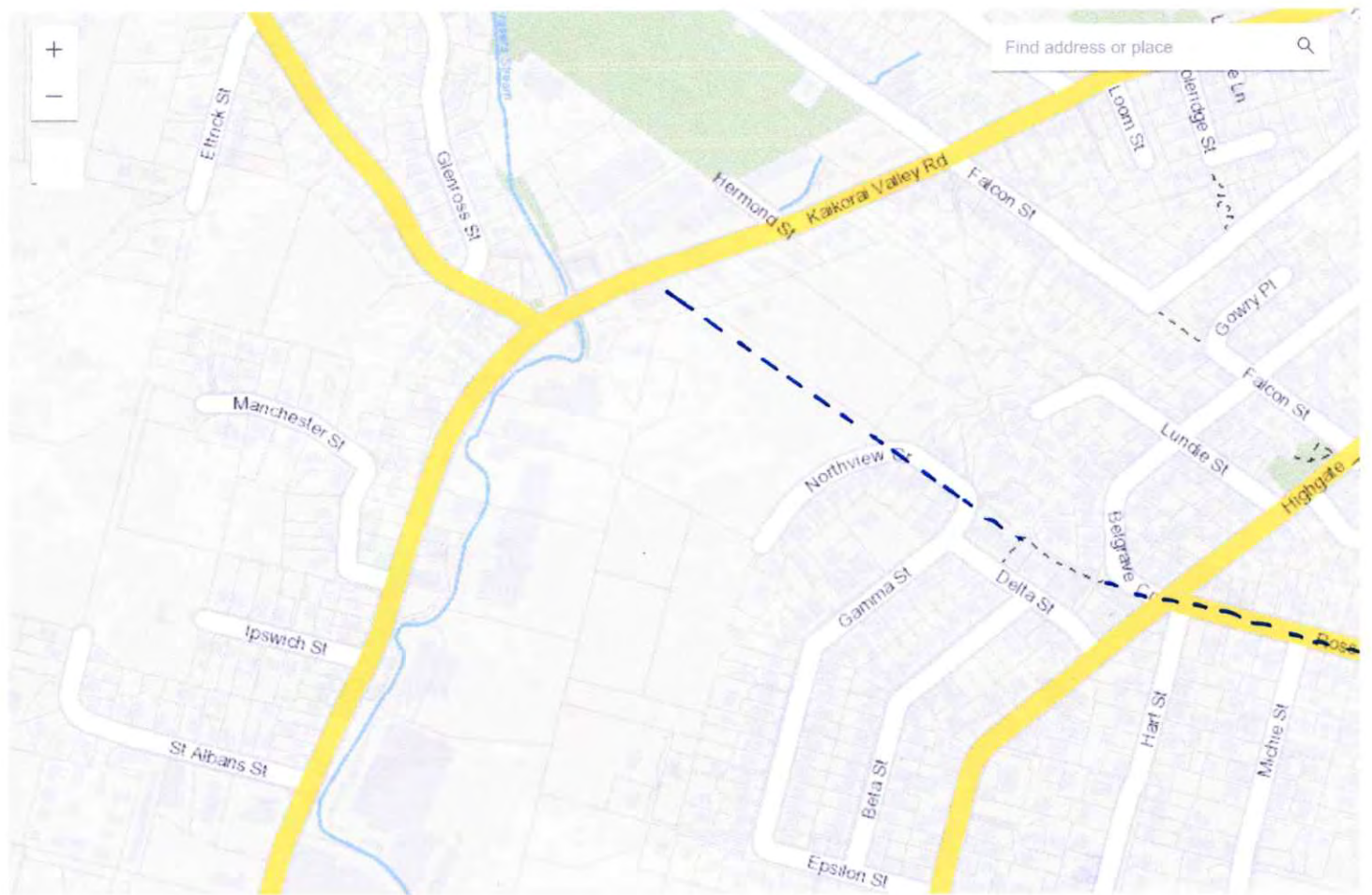
Street map

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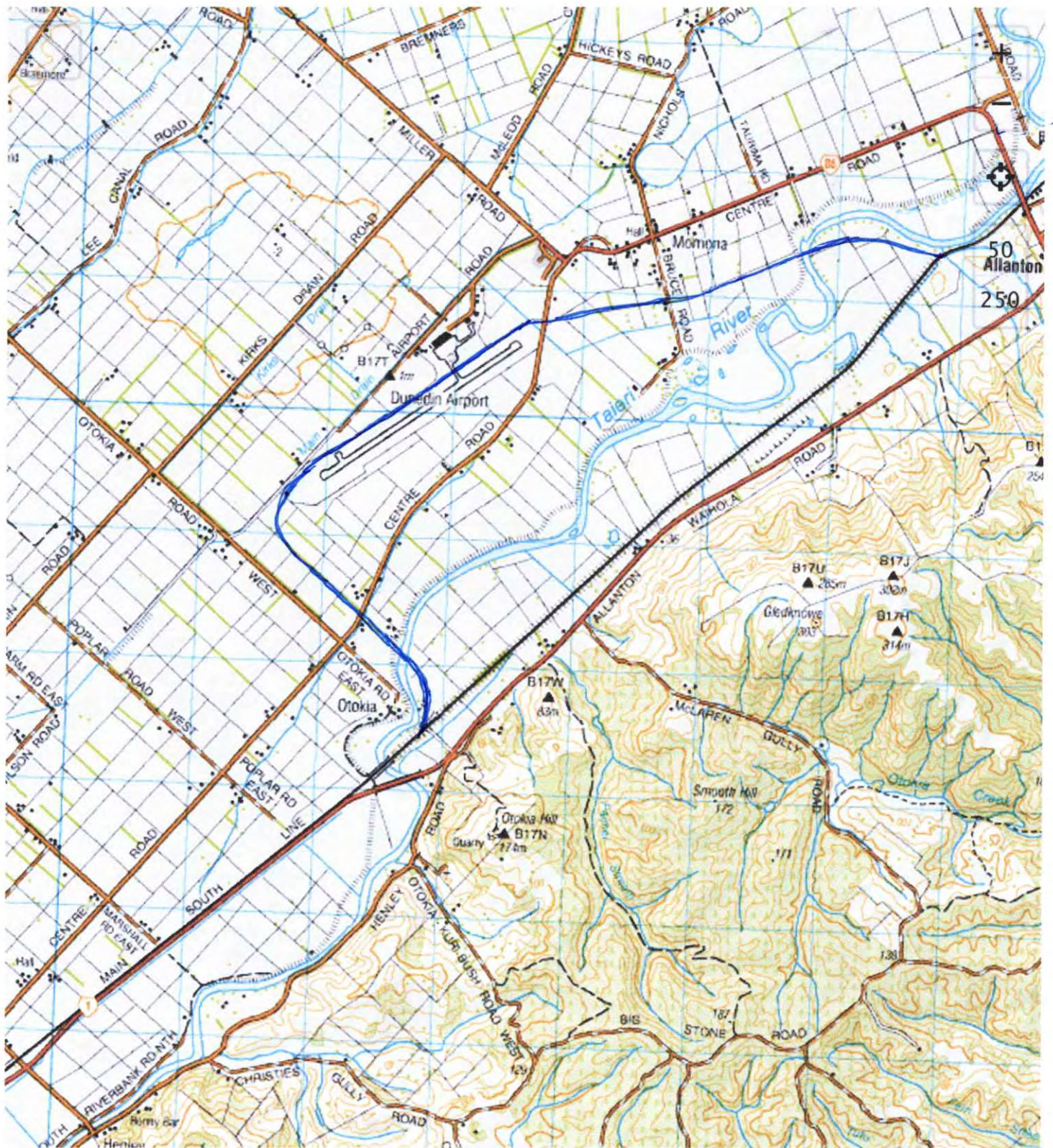
Maryhill cable car extension to Corstorphine

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Kaikorai Cable Car Route



Dunedin Airport Rail Loop

12 M

ŠKODA 30TR



This is a twelve-meter, four-door, low floor trolleybus, which has been manufactured by Škoda Group since 2010.

[More information](#) ↓

GALLERY



PARAMETERS

Length

12 180 mm

Width

2 550 mm

Power

160 kW *

Max. Speed

65 km/h *

Number of seats

104 *

* according to vehicle configuration