

From: Lucy Atkinson

The Review Document is wide-ranging in scope, with small sections relating to Public Transport bus services in Dunedin:

Programme of Activities, page 98, activity number 34:

34	ORC	Public Transport Infrastructure Improvements	Development of a central city interchange (bus hub) in Dunedin to enable coordination of bus services and the ability for people to transfer from one bus to another, and the provision of real-time information to assist people in their travel. Also includes provision for the development of superstops at Green Island, Cargills Corner and the University.
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Drivers of Change document, page 27

Dunedin is the largest city in the Otago Southland area, and the sixth largest city in New Zealand. Education and health care are the focus of its economy, with just over a quarter (26.4 per cent) of all employment being in one of those two industries². This reflects the importance of Dunedin's education assets; the University of Otago alone has been estimated to contribute to around 15 per cent of the city's GDP³

After education, business services and health services Dunedin's largest employment sectors are accommodation, cafés and restaurants, retail, community services, construction, food retailing and manufacturing. Manufacturing employment has been declining in Dunedin, although this is being offset with gains in the high-tech and ICT sectors. Major employers are the University of Otago, Otago Polytechnic and the region's base hospital in Dunedin, which includes specialist services.

Public transport is, as recognised by the review, an important area of development for the ORC and therefore I hope this submission will be of some value.

Public Bus no. 18 from Dunedin Centre to Otago Peninsula Portobello/Harrington Point

This submission relates specifically to the bus service to the Otago Peninsula – no. 18 bus from Dunedin Central to Portobello/Harrington Point and some revisions required following timetable and route changes in September 2017.

The Review document refers to:

The "six priority one projects proposed for Dunedin...part of an integrated approach to addressing area specific problems.... [including]The design, management and lack of integration of public transport discourages use and leads to low patronage" p66.

The design of the new bus timetable and routes in September 2017 have discouraged useage of the no. 18 Peninsula service by some key customer groups and will inevitably lead to lower patronage, without a few minor revisions.

The changes to this bus service in September 2017 have been detrimental to two important customer groups on the Otago Peninsula:

- 1. Secondary school students attending Bayfield, Kings, Queens and Tahuna schools.**
- 2. University of Otago and Polytechnic staff, and others whose workplace is near the Otago Museum.**

Minor changes to both route and timetable will significantly benefit both customer groups and will assist the ORC in achieving its public transport objectives.

1. Secondary school students.

These customers were severely affected by the cancellation in September 2017 of the service run by Go Bus, which replaced the previous Ministry of Education service and provided a 'door-to-door' service for students living on the Otago Peninsula attending all four schools. The service was cancelled at short notice at the end Term 3 2017, as it ran at a loss (according to Go Bus). The ORC set up a temporary service for Term 4 which was discontinued as it also ran at a loss.

The loss of a dedicated school service coincided with timetable and route changes to the public bus (no. 18 service) which made it largely inaccessible to school students.

The following revisions to the service and route would adequately serve many of these students enabling them to use public transport to get to and from school:

1. An earlier start at 7:50am for the bus currently starting at 7:57am from Portobello.
2. Revision to previous route along Portobello Road/Andersons Bay Road for this service only.
3. Provision of a bus stop at the corner of Portobello Road/Portsmouth Drive (near memorial) for Bayfield students.
4. Start the afternoon half-hourly service at 3:08 from New World, enabling students to catch this bus instead of a long wait to 4pm and beyond.

These changes fit with the existing timetable and will create new passengers for the bus service. The changes add considerable value to the bus service, are sustainable and highly beneficial to Peninsula residents.

They also fit well with key objectives of the Regional Public Transport Plan (2014 – current on the ORC website), particularly the first three:

- supports community wellbeing through mobility, building social integration and participation, and assisting economic development
- provides an alternative to car travel in urban areas and along key corridors to benefit as a whole the communities in which those services operate
- offers those in urban areas personal choice in travel mode, assisting the transport disadvantaged and people with disabilities and catering to those studying/working on the tertiary campuses

School students are arguably 'transport disadvantaged' - they need to get to school, cannot (mostly) drive themselves and often have no alternative transport options.

Other points in the regional public transport plan support these changes to the Peninsula bus service to better serve the needs of school students:

- providing convenience, acceptable cost and journey time (p16)
- delivering good service encouraging more users (p17)

- Government policy focus on 'value for money and road safety....the need for public transport to deliver value for money....and better transport choices' . (p18).

- reducing travel times to the city (p 40)

- 'The Plan will allow Dunedin residents not only to develop a favourable and supportive network of public transport services but it will also show them that they have a valuable bus service of which they can be proud' (p40).

2. University of Otago and Polytechnic staff, and others whose workplace is near the Otago Museum.

The changes to the route and timetable of the no. 18 bus service also disadvantaged many people working at the University, Polytechnic and other institutions in the same area:

- The route change means that this bus no longer travels round to Albany Street Museum Reserve stop at peak morning and evening times.
- The timing of the 5:08 departure from New World makes it impossible for many workers to get this bus home due to the time taken to walk from the University and Polytechnic – minimum 8-10 minutes walk time.

Once again, minor revisions to route and timing would benefit this customer group, who are apparently a focus of the plan's objectives.

The following change would enable to service to meet those objectives outlined above:

- Revert to the original route via Albany Street Museum Reserve for the peak time services morning and afternoon – 8:07am arrival at New World; 5:08pm departure from New World.