

## Sophie Butt

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**From:** Nick Donnelly  
**Sent:** Monday, 26 March 2018 8:39 p.m.  
**To:** Cr Andrew Noone (ORC); Cr Bryan Scott (ORC); Cr Carmen Hope (ORC); Cr Doug Brown (ORC); Cr Ella Lawton (ORC); Cr Graeme Bell (ORC); Cr Gretchen Robertson (ORC); Cr Michael Deaker (ORC); Cr Michael Laws (ORC); Cr Sam Neill (ORC); Cr Stephen Woodhead (ORC); Cr Trevor Kempton (ORC); Janice Coldicott; Kimberley Pugh; Lauren McDonald; Petra Hunting; Sarah Gardner  
**Cc:** Gavin Palmer (Otago Regional Council); Sally Giddens; Sian Sutton; Tanya Winter; Scott MacLean; Gerard Collings; Julian Phillips  
**Subject:** Peninsula Bus service  
**Attachments:** Peninsula Bus Service.docx

Hi all

Another community meeting has been called by Paul Pope as shown below.



Otago Peninsula Community Board

42 mins

The Otago Peninsula Community must now look at what its options are to overturn the Regional Council's reluctance to provide a safe and sustainable bus service for all of the commuters from our area. Support your community and have your say.

### **The wheels on the bus aren't going round & round!**

**The Otago Regional Council has failed to listen to the concerns of parents and pupils in the Peninsula Community over the public bus service that takes 120 pupils to school every day. Now is the time for the community to take action.**

### **Public Meeting**

**Wednesday 28th, 6.30pm**

**Macandrew Bay School**

**Support our kids and our community  
and have your say!**

Although the meeting is not surprising I thought I'd bring this to your attention as the messaging is somewhat misleading which is disappointing. I disagree with the statements that we haven't listened and that we're reluctant to provide a safe and sustainable bus service. We've attended the public meeting on 8 March and they spoke to public forum last week. We've addressed the immediate safety concerns regarding bus stop locations and have committed to look at timetables. The point that it's the schools who are considering withdrawing their service seems to be completely ignored and it is ironic that they are potentially doing so at short notice which is exactly the behaviour they condemned GoBus for last year.

The other key thing to note is that it is constantly stated that the network doesn't service Tahuna, Kings and Queens which again is misleading. Those schools are well serviced by multiple routes and those commuters (which includes students) are treated no differently than other parts of the network. Their underlying issue seems to be that they believe the no.18 Peninsula service should allow them to get to their destination in one trip. Unfortunately that

thinking would result in significantly more routes and/or variations which is exactly the issue that the RPTP has successfully addressed. I've attached a series of screen shots which explains their issue and shows how the network should be used to reduce the walking distances they state. I've also given some other examples that show there is consistency across the network.

Regards  
Nick



**Nick Donnelly**  
DIRECTOR CORPORATE  
SERVICES

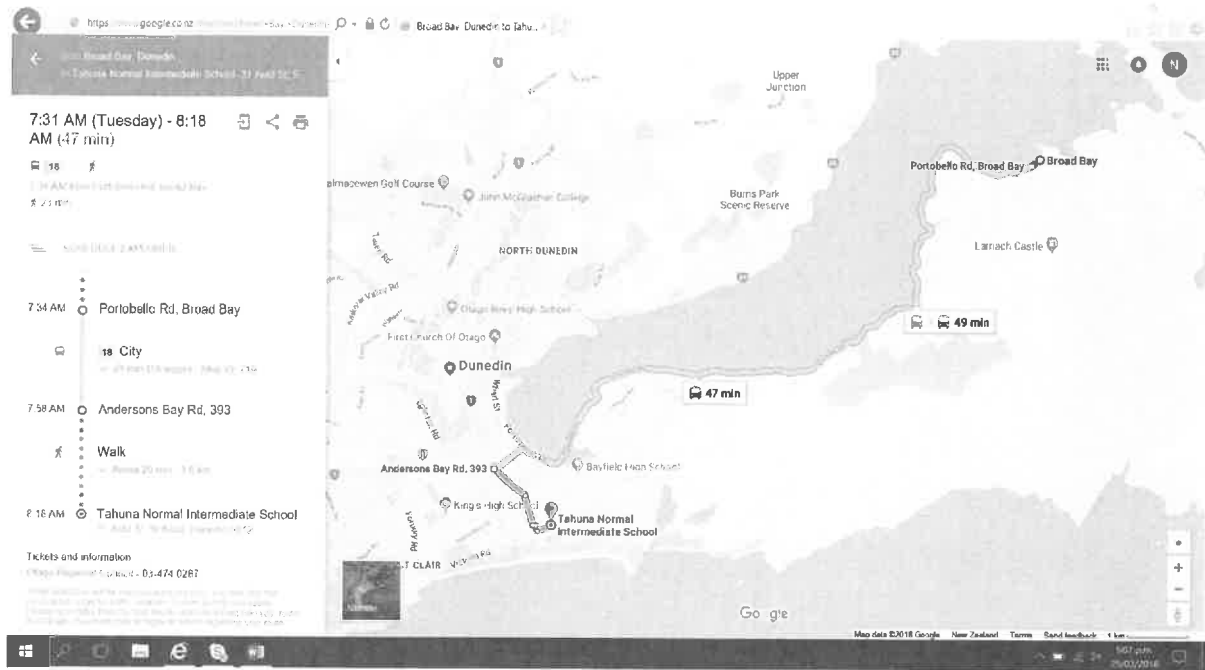
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The screen shots below show the options for getting from Broad Bay to Tahuna Intermediate by 8.30am. The community group is assuming only one bus is taken resulting in a 20 minute, 1.6km walk. The journey planner recommends the option of transferring to the no.3 Ocean Grove service on Anderson Bay Rd. This results in a 4 minute, 400m walk at the end of the journey.

### Broad Bay to Tahuna Intermediate

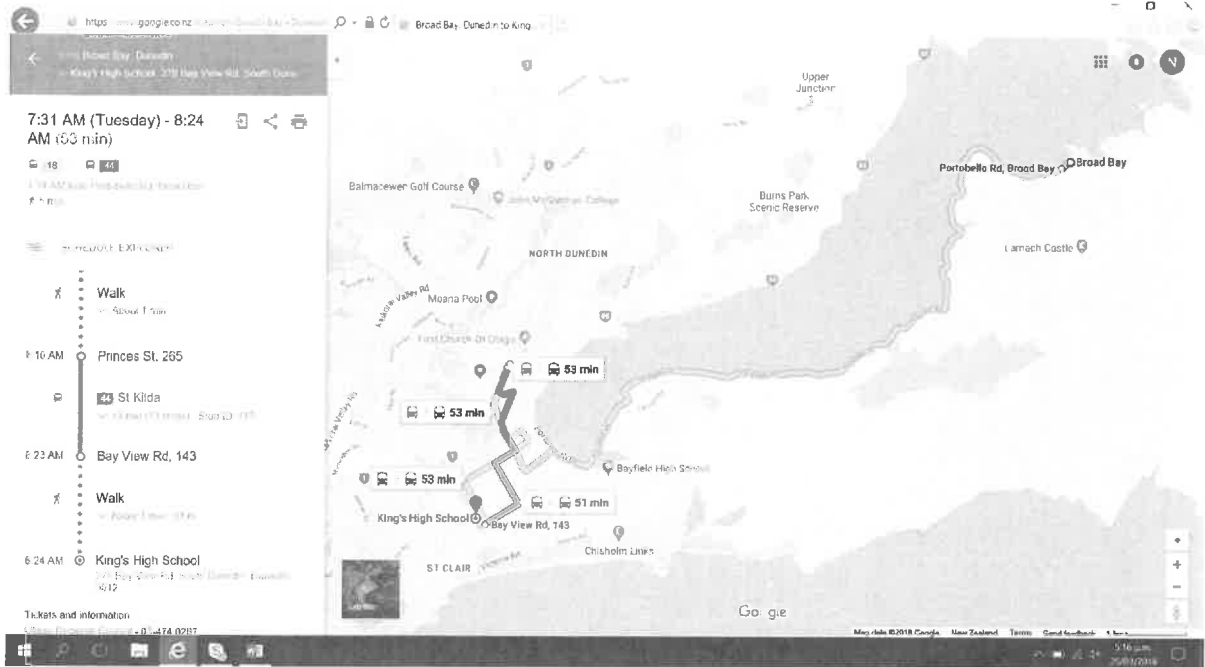


### Broad Bay to Tahuna with transfer

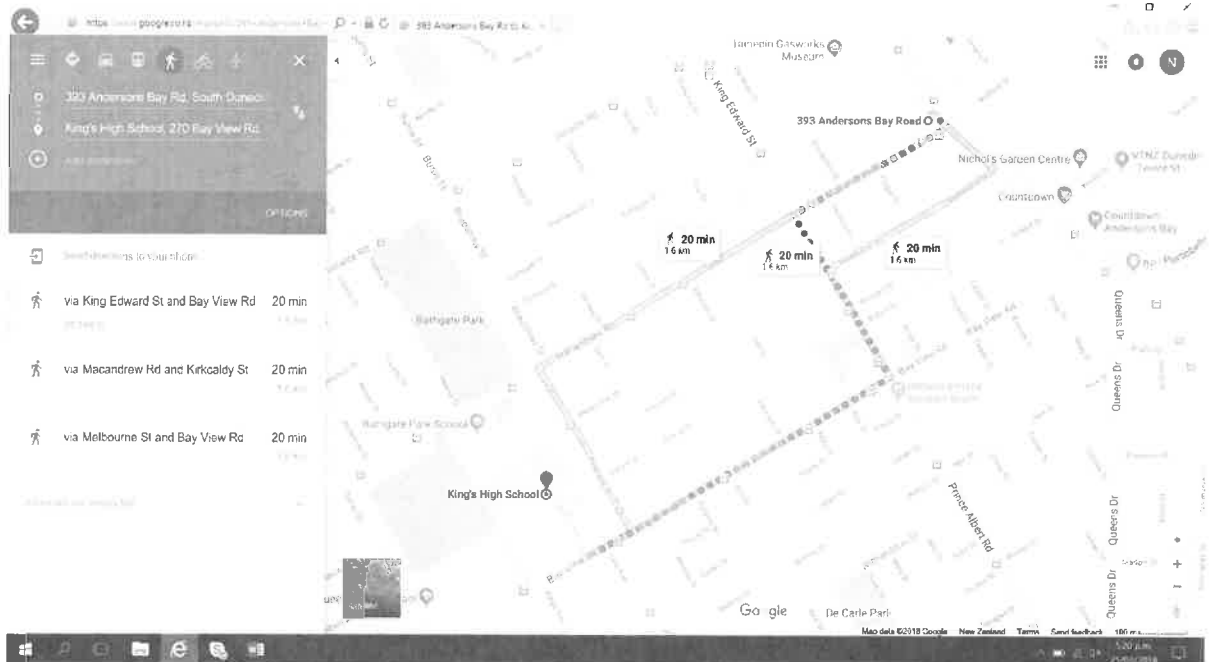


Similarly, the community assumes students walk from Anderson Bay Rd to Kings. This is a 20 minute, 1.6km walk. Again this can be reduced by transferring to the no.44 St Kilda service. This results in a 1 minute walk of less than 100m.

### Broad Bay to Kings

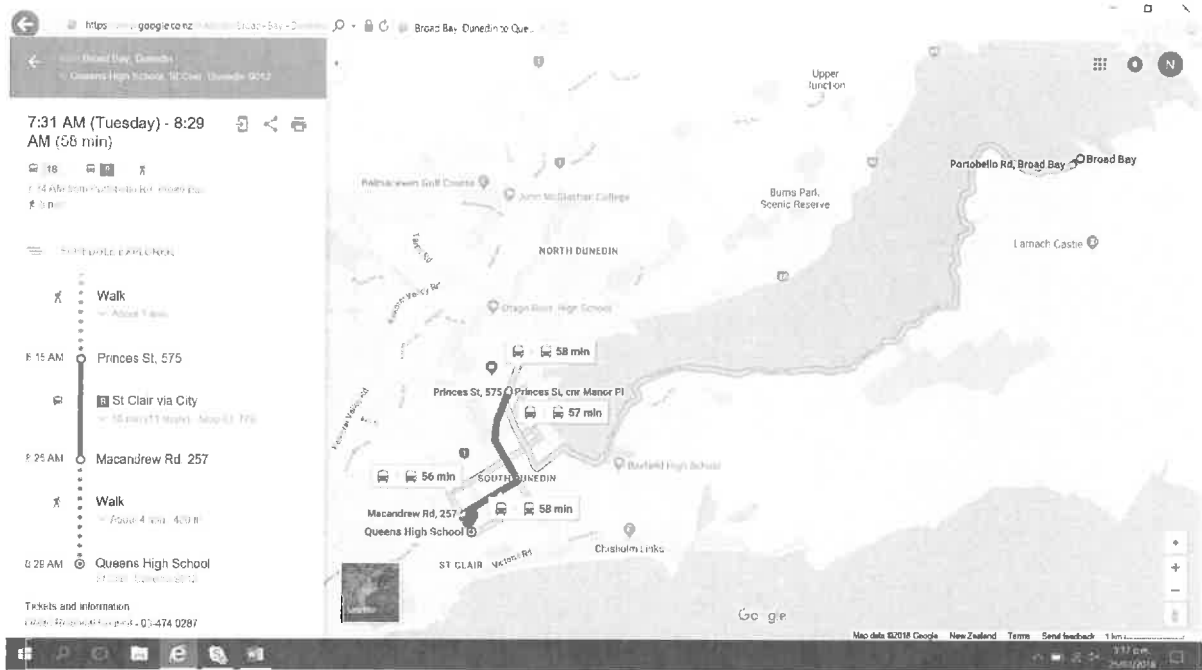


### 393 Anderson Bay Rd to Kings – walking



Screenshots below assumes students walk from Anderson Bay Rd to Queens resulting in a 23 minute, 1.9km walk. Again this can be reduced by transferring to the no.8 St Clair service which results in a 4 minute, 400m walk.

### Broad Bay to Queens



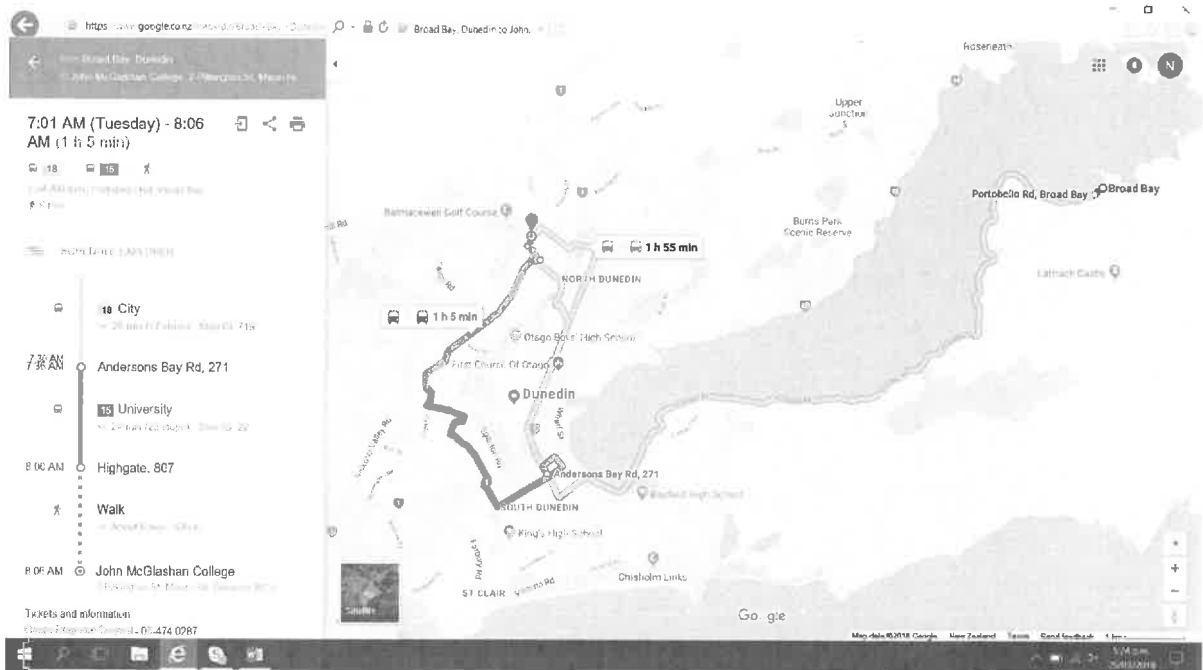
### 393 Anderson Bay Rd to Queens – walking



It should be noted Tahuna, Kings and Queens are not the only schools in Dunedin. The screenshots below show the recommended travel route and time from Broad Bay to John McGlashan, Otago Boys and Otago Girls.

This highlights the network allows students to attend schools of their choice as stated in the RPTP however transfers and/or walking will be required.

### Broad Bay to John McGlashan



### Broad Bay to Otago Boys

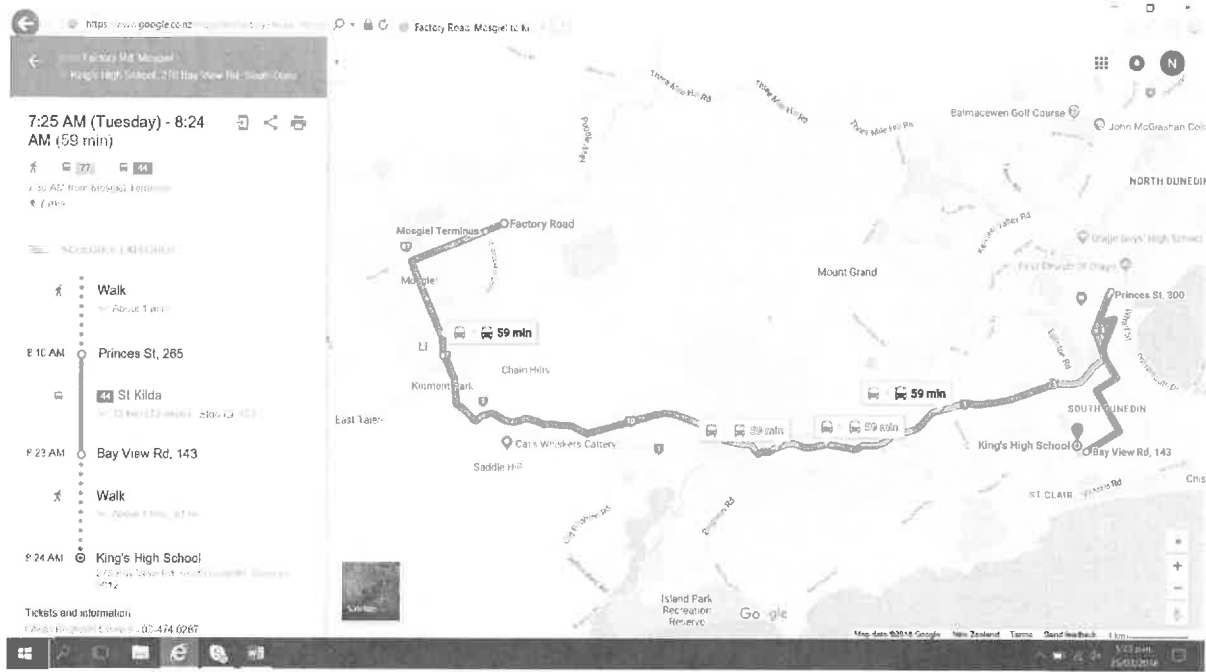


Broad Bay to Otago Girls – no.18 can be taken as a direct route with a 9 minute, 600m walk at the end. This walk can be reduced to 5 mins, 350m if they transfer to the no.19 Belleknoves service.



Another point to note is that students don't only come from the Peninsula to attend the likes of Kings. They actually have numerous bus services listed on their website for students from all over Dunedin to get to the school. Below is a screen shot showing the route and time for getting to Kings from Mosgiel using the PT network. Note a transfer is required.

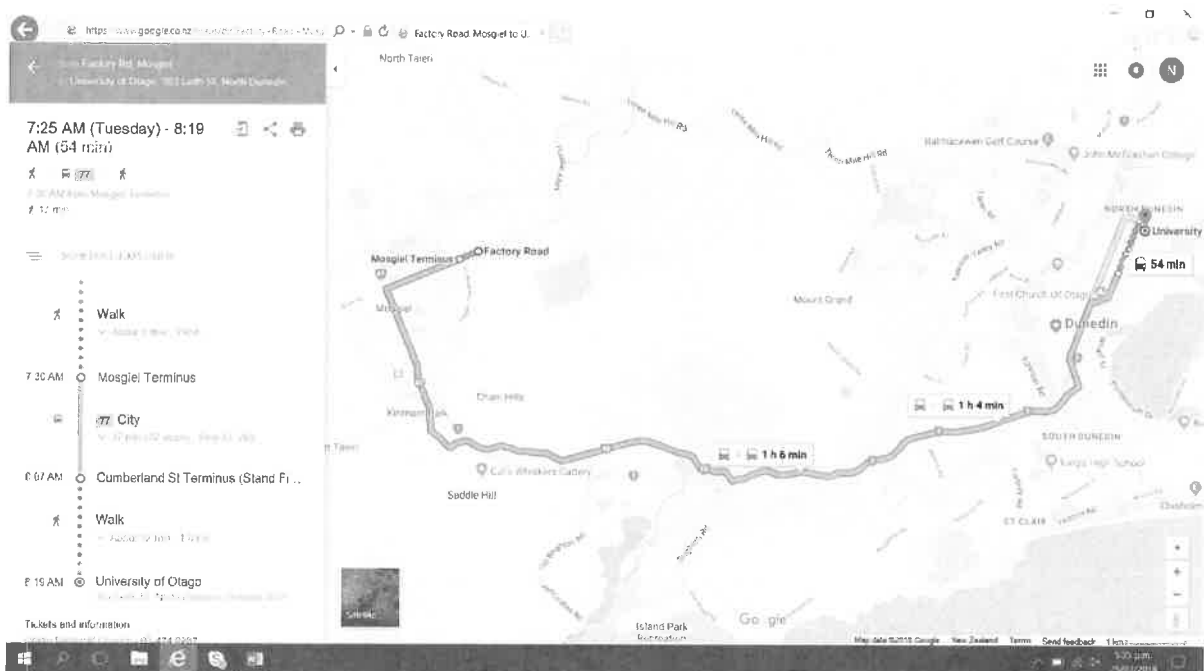
### Mosgiel to Kings



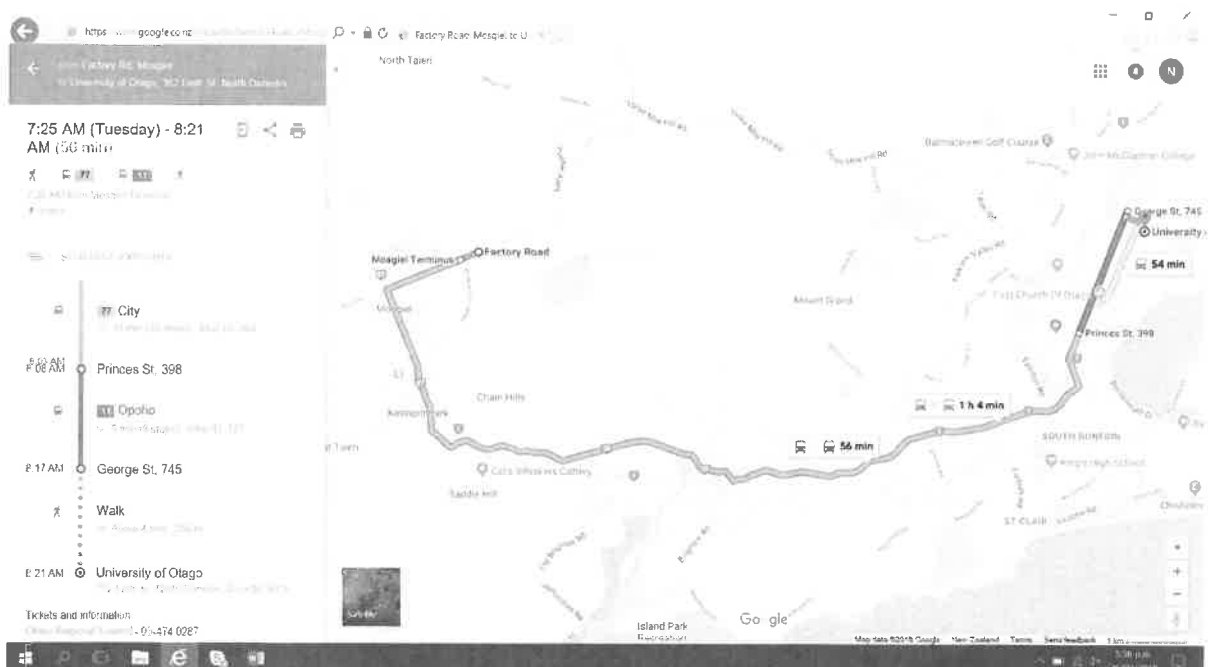


Paul Pope has also claimed (in an email on 20 March) that “buses that go past businesses and are used by adult commuters are not classed as dedicated business routes. Yet they service key organisations for education and employment like the hospital, university or Polytechnic”. This is an overly simplistic view of the network. Some organisations will be better served than others due to their location however getting to the locations Paul mentions are still likely to require transfers depending on where the journey starts. An example is getting from Mosgiel to the university which can be achieved with a single bus trip and a 1km walk or using transfers and a 350m walk. This is consistent with the way the network works from the Peninsula as shown in earlier screen shots.

### Mosgiel to University



### Mosgiel to University



## Sophie Butt

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**From:** Nick Donnelly  
**Sent:** Thursday, 29 March 2018 1:15 p.m.  
**To:** Cr Michael Laws (ORC); Cr Sam Neill (ORC)  
**Cc:** Michael Deaker; Cr Stephen Woodhead (ORC); Cr Gretchen Robertson (ORC); Cr Trevor Kempton (ORC); Cr Bryan Scott (ORC); Cr Carmen Hope (ORC); Cr Graeme Bell (ORC); Cr Ella Lawton (ORC); Cr Doug Brown (ORC); sarah.gardiner@orc.govt.nz; Gerard Collings; Sian Sutton  
**Subject:** RE: Peninsula/schools public transport

Hi all

I think there is a real danger of making changes to the principles of the RPTP in isolation without having consideration to the impact to the wider network and the far greater number of users elsewhere.

The network operates on a hub and spoke system and it's important that the spokes are spread and not concentrated. The ability to transfer is key to the efficient operation of the system and it's not designed to provide single trip journey's from point A to B in all cases.

Musselburgh is already serviced by the Waverley and Shiel Hill services. Re-routing the Peninsula service will concentrate all three services on to the same route and provide no service to an area that includes the Edgar Centre which is not ideal. I've included a diagram below which is out of the timetable booklet and shows the coverage the current routes provide in the Peninsula and South Dunedin areas.

We have said we'd look at the timetables to see if improvements can be made. That isn't as simple as community suggests as it's not just the Peninsula timetable that needs to be looked at and it actually might be that changes to connecting services are the answer. Until we undertake that review we don't know what if anything can be done and I don't think anything should be considered until that work is completed.

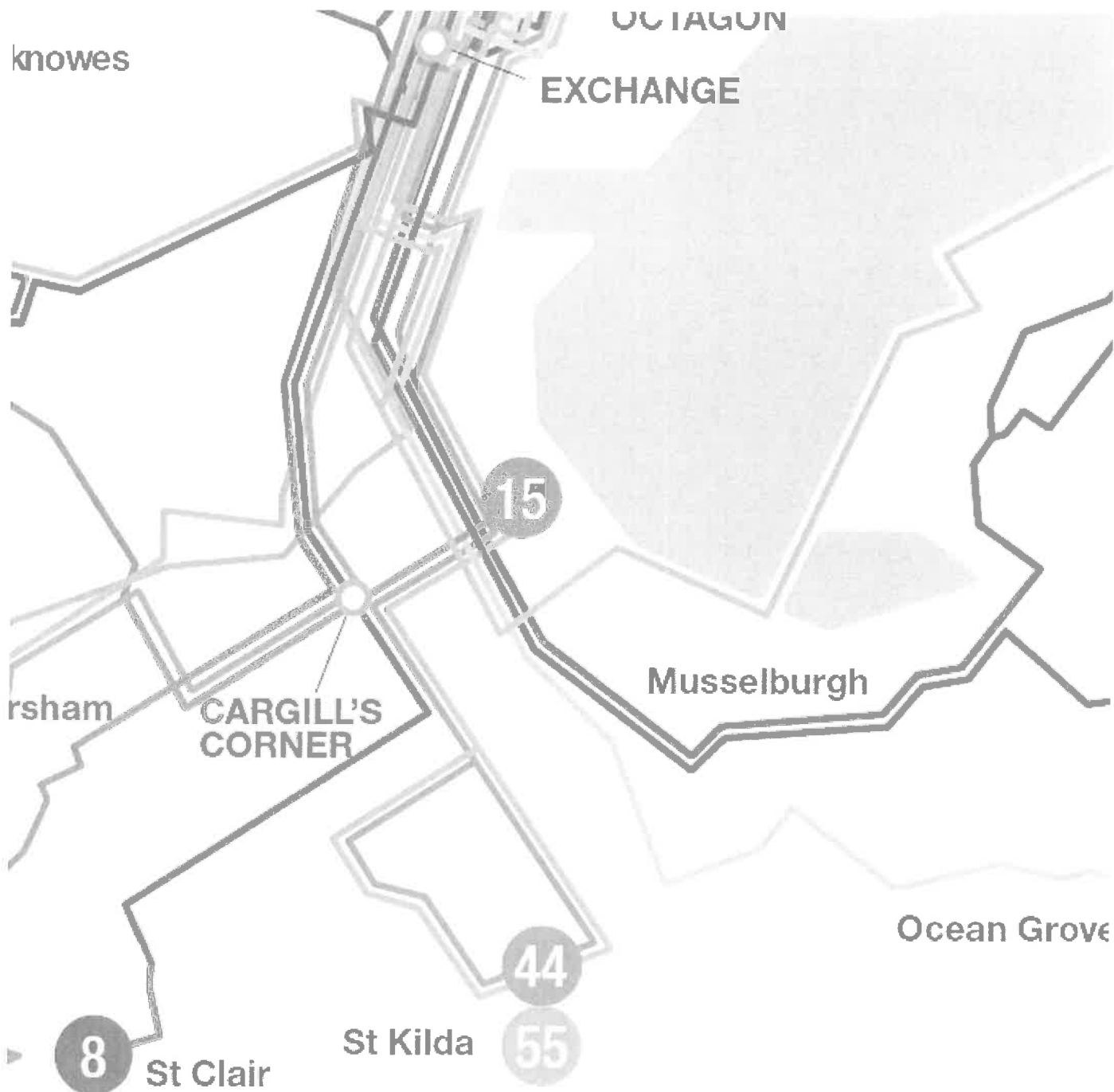
The urgency around this issue is being driven by the fact the schools are considering dropping the service they are currently contracting. That's their commercial decision however it's not Council's responsibility to directly replace that service if the schools choose not to. I believe the current services provide an appropriate alternative however we're always happy to consider whether improvement are possible hence the timetable review. It's interesting that the schools are not mentioned in the article about yesterday's meeting. Based on the discussion at public forum it appears the school service is experience low patronage and is considered too expensive by parents. The cost quoted has been \$40 per week compared to \$28 on our service although they complain about travel times and walking distances on the public service.

That is the reality of any mode of transport you choose, cheaper options take longer. Ultimately walking is cheapest but takes the longest and driving your own car is the most expensive but the most convenient. It's the commuters choice which method they use but there will be compromises involved and in the case of pubic transport it will usually be around departure/arrival times and journey time. You can't take the bus and expect the convenience of private motor vehicle travel. If that's the communities expectation then other discussions are required as that would have significant impacts on fares and/or rates.

Another point here is that this group represents less than 1% of the trips across the network (40 students x 2 trips per day x 5 days per week x 38 weeks = 15,200 trips : out of 2.5m trips is .006).

If route changes and/or variations are to be considered for every group of this size them we'll end up with 100+ variations which is exactly the issue the RPTP was looking to fix so as I said at the start any changes need to be carefully considered.

Regards  
Nick



**From:** Cr Michael Laws (ORC)

**Sent:** Thursday, 29 March 2018 12:33 p.m.

**To:** Cr Sam Neill (ORC) <Sam.Neill@orc.govt.nz>

**Cc:** Michael Deaker <michael.deaker@gmail.com>; Cr Stephen Woodhead (ORC) <stephen.woodhead@orc.govt.nz>; Cr Gretchen Robertson (ORC) <Gretchen.Robertson@orc.govt.nz>; Cr Trevor Kempton (ORC) <Trevor.Kempton@orc.govt.nz>; Cr Bryan Scott (ORC) <Bryan.Scott@orc.govt.nz>; Cr Carmen Hope (ORC) <Carmen.Hope@orc.govt.nz>; Cr Graeme Bell (ORC) <Graeme.Bell@orc.govt.nz>; Cr Ella Lawton (ORC) <Ella.Lawton@orc.govt.nz>; Cr Doug Brown (ORC) <Doug.Brown@orc.govt.nz>; sarah.gardiner@orc.govt.nz; Nick Donnelly <Nick.Donnelly@orc.govt.nz>; Gerard Collings <Gerard.Collings@orc.govt.nz>; Sian Sutton <Sian.Sutton@orc.govt.nz>

**Subject:** Re: Peninsula/schools public transport

Good morning colleagues

As a general rule, I will always be guided by the views/experience of Ward members as to issues within their Ward, and Dunedin bus services is one of those issues.

As an outsider, I noted and voted as an indirect consequence of 4 of 6 Dunedin Ward ORC councillors expressing a view that the status quo should prevail. Michael D's comments make that split now 3-3.

I've since read Nick Donnelly's email on why the 1.7km walk journey need not be attempted: because simple bus changes can obviate the health/timing problems that Cr MD has highlighted this morning. I've also noticed the spotty past patronage record of Tahuna students. And I'm still struggling with the fact that a Broad Bay parent sends their child past a very good Y1-8 school based much nearer at Macandrew Bay.

So, the only real issue ahead of our final vote at the Council meeting next week seems to be ... is the bus change that Mr Donnelly proposes both accessible and realistic? Can we have that Q answered ahead of our final deliberative vote?

Cheers  
Michael L  
Sent from my iPad

On Mar 29, 2018, at 11:34 AM, Cr Sam Neill (ORC) <[Sam.Neill@orc.govt.nz](mailto:Sam.Neill@orc.govt.nz)> wrote:

Hello Michael, Good that you were at last night's meeting re buses. I personally am not too concerned about the secondary students. The walk from Andy Bay road is not too bad if that's what they choose. However I cannot understand why it's a big deal re routing a bus round Shore st Musselburgh rd and back into Andy Bay rd. Problem solved for Tahuna and bus stops sorted to, but no doubt I've oversimplified it.  
Regards Sam.

Cr Sam Neill  
Otago Regional Council  
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On 29/03/2018, at 9:09 AM, Michael Deaker <[michael.deaker@gmail.com](mailto:michael.deaker@gmail.com)> wrote:

Good morning Stephen

Last night's meeting at Macandrew Bay School was attended by 49 people. I was the sole ORC rep. It was in two parts: (a) a series of videos on the reality of catching the existing service, making the Journey Planner connections, and then walking; (b) discussions on what the community will do.

The videos (and the experience of others) showed that the Route 18/Route 3 link as on the Journey Planner is random. Three Tahuna Normal Intermediate students (with a father) from Broad and Company Bays got to school at 8.52 (for an 8.35 start), after catching the bus at 7.13am. The #3 bus (Ocean Grove) went past them in the opposite direction as they were walking from Mega Mitre 10 to Tahuna. On the return journey, they left for home at 3.14 and got to Broad Bay at 4.25pm.

The most troubling aspect of this walking route is its risks for intermediate aged students....crossing of Andersons Bay Road and the BP roundabout in particular in peak morning traffic. Before the meeting I drove all the proposed routes and anticipated this issue. Seeing young well behaved "country kids" attempting the walk in heavy traffic was hair-raising. In the absence of a #18/#3 connection it was perilous. In bad weather or darkness it would be frankly appalling. Could we ever

guarantee a good route connection? Years of road widening on Portobello Road make that even less likely.

High school students going to Kings and Queens from the peninsula are less of a worry but the Journey Planner suggestion requires them to go into Princes Street, and then travel all the way out again to St Clair. I tend to agree with the community that this is irrational compared with the twice per day route extension they suggest.

The meeting made several decisions: a community-wide family survey to get accurate bus use intentions; a petition to present to us seeking a resolution, using public buses and existing bus stops before the start of Term 2; an on-the-bus protest from Portobello next Thursday; releasing the video of the proposed travel to Tahuna; a further submission to ORC.

My own study of the area and its routes and streets; and what I learnt at the meeting last night, has led me to realise I was wrong when I voted to reject the proposal the community put to us at last week's committee meeting. They described their proposal as practical and pragmatic. It is.....and it's safe.

I believe we need to discuss this issue again, preferably at the council meeting on 11 April. We can solve this without damaging the integrity of our 2014 RPTP.

M.

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Michael Deaker  
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