

Responses to public transport questionnaire sent out by Port Chalmers Transition Town

Questions sent to candidates (along with invitation to attend a second meeting on public transport)

Dear Candidate

At a recent meeting on public transport issues hosted by Port Chalmers Transition Town, a number of issues were raised (see attached report).

We would like to know, whether, as part of a movement towards shared action to reduce greenhouse gas emissions, you would support the following ideas from this meeting and consequent discussions.

1. What do you think is the role of local government in reducing greenhouse gas emissions?
2. Do you consider the current ORC's goal of 'providing a quality, safe and affordable public transport service within Otago' is being met?
3. Do you consider that this goal should be amended to become 'enabling public transport to become the first choice for commuters, as part of the Otago Regional Council's commitment to reducing greenhouse gas emissions'?
4. Do you support increased funding for the bus service to make it more available?
5. Do you support other ways to promote public transport such as those mentioned at the meeting (weekly unlimited use passes or season's tickets, live arrival info at stops using the buses' GPS facilities, web-based travel planning, uni/poly student fares, free weekends for weekly users, innovative marketing, cycle racks, and inviting employer involvement – e.g. subsidising bus not car travel or parking)?
6. Do you support investigating the feasibility of a regular train commuter service from West Harbour into Dunedin?
7. Do you think that the DCC might be better custodians of the Dunedin public transport system than the ORC?

Collated responses of candidates

Blank = no response. Questions repeated in bold but abbreviated to cut wordiness.

MAYORAL CANDIDATES

Peter CHIN	
Dave CULL	<p>Apologies if a bit brief, but we have had an enormous number of surveys and questionnaires come our way.</p> <p>Q1 Role of local govt in reducing greenhouse gases? Two fold: 1 – By example eg switching to hybrid vehicles 2 – By facilitating transportation options like railways and cycleways</p> <p>Q2 Public transport goal being met? No</p> <p>Q3 Goal should be amended to public transport being ‘first choice’? Yes but not just to reduce greenhouse gas emissions. Reducing costs to commuters and creating a healthier city are also good reasons.</p> <p>Q4 Support increased funding? Yes in the context of a more comprehensive overview of the whole transportation network: parking, cycling, pedestrian, trains, private cars, freight.</p> <p>Q5 Support ideas for promoting public transport? Yes</p> <p>Q6 Support feasibility study into commuter train? Yes</p> <p>Q7 DCC should take over public transport? Yes</p>
Lee VANDERVIS	
Kevin DWYER	<p>Q1 Role of local govt in reducing greenhouse gases? I think it get more cars off the road.</p>

	<p>Q2 Public transport goal being met? No</p> <p>Q3 Goal should be amended to public transport being 'first choice'? Yes</p> <p>Q4 Support increased funding? Yes</p> <p>Q5 Support ideas for promoting public transport? Yes</p> <p>Q6 Support feasibility study into commuter train? Yes</p> <p>Q7 DCC should take over public transport? No</p>
Jimmy KNOWLES	
Olivier LEQUEUX	Attended public transport meeting 9 Sept in Port Chalmers.
Aaron HAWKINS	<p>Q1 Role of local govt in reducing greenhouse gases?</p> <p>It is the role of Government to strive to be a 'World Leader' in areas of such pressing international concern as greenhouse gas emissions and resultant man made - Yes, we are responsible - climate change. Seeing as our Central Government is taking a fairly weak 'Fast Follower' approach, it is more pertinent than ever that local authorities get involved in this issue. Simple things can see the DCC lead by example in this area (apart from public transport which we will get to in a moment), such as investing in green energy solutions for Council offices and rental properties, and not being responsible for energy intensive projects like shipping all our recyclable materials half way around the world to be processed, when it would better for both the planet and the local job market to take care of it here. If the DCC need financial imperatives for this, I would recommend we look further into options such as Polymer Energy, the conversion of plastics back to their energy rich components.</p> <p>Q2 Public transport goal being met? Q3 Goal should be amended to public transport being 'first choice'?</p> <p>I don't think words can do justice to how emphatically I believe they are failing the people of Dunedin. As a daily user of Dunedin's public transport system, the dozens of buses I have missed, the buses that never arrived, and unsheltered/unlit bus stops I have used in the evenings attest to this. This is in the inner city! When you get so little change out of a ten dollar note for your daily commute to Port Chalmers, when the infrequent buses are scheduled at least, there is no incentive whatsoever to take this option over driving a vehicle. Worse still on the other side of the Harbour. When buses run every fifteen minutes, people stop needing to use a timetable, and - with an average real waiting time of 7-8 minutes - are happy to use the bus service. When they run more often than this, you start to catch people who wouldn't ordinarily use public transport that now see it as a superior option. Dunedin needs</p>

to move away from the attitude of Public Transport being there as plan for people who can't afford to drive, and on to an attitude of Public Transport being there for a planet who can't afford them to drive. In an ideal world, walking/jogging/cycling would be a commuters first option, but where that is not practicable, public transport would be the first motorised option.

Q4 Support increased funding?

Yes, but I don't believe it will be as expensive as it seems to run buses more frequently and efficiently. The empty seats around me on the bus tell me there is plenty of room for more passengers if it were more affordable and functional. Public transport is a public service, and while that isn't an excuse for it to be a financial burden, we should aim to make it an effective system, and minimise the costs involved in doing so, the way you would look at the Public Library, for example.

Q5 Support ideas for promoting public transport?

Any and all solutions that would make people more able to use public transport options (namely, functionality and affordability) need to be seriously looked at. Given the tight budget constraints on the new Council, options that are light on capital expenditure would have to be prioritised, and some of these could be near immediate. Fast tracking the implementation of bike racks on our bus services would be a good start, as would the introduction of cheap day/week travel passes that allowed passengers to switch between buses, seeing as at present to commute between suburbs you are first sent to the Octagon to change buses. Live arrival info is a great idea, but may prove costly. In the short term, the infrastructure involved in setting up a text message based delay/arrival service could be investigated. Reduced rates for tertiary students would be positive, too, and it would be great to involve those institutions terms of helping financing that scheme, and more actively promoting its use. The scarcity of carparking space around the University, as one example, should provide ample evidence for the lack of public transport use directly affecting staff and students alike. Involving other large employers would be a great idea, particularly office buildings and factories located in the CBD. Many hands, as they say, make light work.

Q6 Support feasibility study into commuter train?

Given that freight trains already use that line, surely putting a single passenger carriage on the back of the existing trains would be one of the more cost effective ways of reintroducing commuter travel by train? But yes, any and all options and solutions deserve a fair hearing and I would definitely lobby for that.

Q7 DCC should take over public transport?

I want to say 'How could they do worse?', but I wouldn't want to jinx it. Through a series of local governance mergers, the ORC inherited a service they didn't want, and have demonstrated their lack of enthusiasm ever since. On a participatory democracy level, it is a joke that I have to lobby people elected to represent Queenstown to get my bus from High Street to University to run more often / on time / at all. The legislative roadblock prohibiting the ownership and operation of the bus service leaves us with two options. One: lobby government, who may or may not listen, and may or not change it. Given the lack of interest our current government has shown public transport, this seems unlikely to be taken on with the necessary political gusto. Two: sell the Citibus fleet in order to fix the broken operation system. Generally speaking, I am against the selling off of DCC assets, but the status quo is

	an embarrassment on an international scale, and unusable for local residents. If we have to choose between owning the buses that turn up late and rob you blind, and leasing a fleet of buses that work for the people of Dunedin and the surrounding districts, I would have to choose the latter.
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OTAGO REGIONAL COUNCIL (DUNEDIN CONSTITUENCY) - (6 REQUIRED)

Louise CROOT	Attended public transport meeting 9 September Port Chalmers, explaining some of the difficulties in funding public transport (current ORC councillor)
Alan McDONALD	<p>Q1 Role of local govt in reducing greenhouse gases? Too long to answer.</p> <p>Q2 Public transport goal being met? No.</p> <p>Q3 Goal should be amended to public transport being 'first choice'? Yes.</p> <p>Q4 Support increased funding? Yes.</p> <p>Q5 Support ideas for promoting public transport? Yes</p> <p>Q6 Support feasibility study into commuter train? Yes – including Mosgiel!</p> <p>Q7 DCC should take over public transport? Yes, but it's more about a better system.</p>
Sam NEILL	<p>Q1 Role of local govt in reducing greenhouse gases? By leading by example. In the O.R.C. case also providing an efficient bus service.</p> <p>Q2 Public transport goal being met? In the case of both quality and safe the answer is 'yes'. Affordable is certainly up for debate.</p> <p>Q3 Goal should be amended to public transport being 'first choice'? It is a good idea but an goal needs to be achievable and I'm not convinced that it is. It is a good idea for many other reasons than just greenhouse gas emissions.</p>

	<p>Q4 Support increased funding? If you mean rate-payer funding, 'no'.</p> <p>Q5 Support ideas for promoting public transport? Yes I do.</p> <p>Q6 Support feasibility study into commuter train? No.</p> <p>Q7 DCC should take over public transport? I presume you know that one cannot own a transport company (i.e. Public Transport buses) and be in charge of transport, so the D.C.C. would have to sell its bus company. Anyway the short answer to your questions in 'no'</p>
Trevor KEMPTON	<p>Q1 Role of local govt in reducing greenhouse gases? Local authorities have a leadership role in reducing greenhouse gas emissions. In public transport, It requires an integrated approach from the preparation of district plans which are less accomodating to private car use through to fare structures, routes and timetables which will support increased patronage. There are lots of 'chicken and egg' questions around public transport. There is no doubt that high patronage is the aim. It has the greatest effect on greenhouse gas emissions and costs per passanger are lower. If current subsidy levels are maintained, then fares will reduce. Ultimately a service paid for entirely from rates becomes equitable and possible. I don't think that changing fares, timetables or routes has a major effect on patronage as things stand currently. The ease of traveling by car, the cost of fuel and the availability and cost of parking have a much greater effect. Reducing private car use must, in my view come first if the ultimate aim is to be achieved.</p> <p>Q2 Public transport goal being met? With respect to Dunedin City, probably not. However, the key to changing this is in my response to question 1.</p> <p>Q3 Goal should be amended to public transport being 'first choice'? I think this is a good goal but possibly with a small amendment which says 'ensuring that public transport is the first choice of commuters'.</p> <p>Q4 Support increased funding? I would prefer to retain funding at current levels, make private car use in the city less appealing, then lower fares as patronage increases. Increasing funding is attacking a symptom and not the root of the problem.</p>

	<p>Q5 Support ideas for promoting public transport? I would support any innovative workable marketing strategies. Your list contains some which I think would be well worth trialling.</p> <p>Q6 Support feasibility study into commuter train? I would be interested in the prospect of a light railcar set, but suspect that capital cost would kill it. Using existing rolling stock and engines from, say the Taieri Gorge railway would, I suspect produce greater carbon emissions and incur greater running costs than buses given the short haul, the high tare weight of the train set and relatively small commuting population. However, I would be interested in the results of a comprehensive economic analysis.</p> <p>Q7 DCC should take over public transport? This is the cruncher. I am firmly of the view that ORC should hand Dunedin's public transport over to the DCC. Referring to the points raised in 1. above, DCC through it's district plan , parking policies and roading network development programmes has by far the greatest influence on patronage. An integrated approach has the one agency looking after provision of the services as well!</p>
Gretchen ROBERTSON	Maternity leave email.
Michael DEAKER	<p>I appreciate the chance to respond, especially since I couldn't attend you July meeting when I was overseas, and cannot attend on Thursday night either because I will be working in Cromwell that night. Please accept my apology again.</p> <p>Q1 Role of local govt in reducing greenhouse gases? I don't assume to speak for local government as a whole...every council will take its own approach to greenhouse gas emissions....but ORC is undertaking three major activities and investments on behalf of Otago ratepayers:</p> <p>(a) the issuing and monitoring of strict consent conditions, under our Regional Plan: Air, for all emissions into the atmosphere from industry, accommodation and education facilities and the like;</p> <p>(b) the requirement to reduce PM10 emissions in Otago's many smoky urban areas by encouraging householders, with many hundreds of thousands of dollar, to convert domestic heating to clean forms in towns worst effected e.g. Alexandra, Arrowtown, Milton, Cromwell. This is largely a public health issue but also a control on greenhouse gas emissions</p> <p>(c) the provision of public transport in Dunedin and Queenstown (at a total cost to ratepayers of over \$4mill)</p> <p>Q2 Public transport goal being met? Yes, I do, about as well as I think we can afford to as a community. The quality, convenience, safety and coverage have all increased significantly since 2007...and so have our transport rates. I know as a householder that my transport rate paid to ORC has</p>

trebled in those same years and I would be most reluctant to see that trend continue. We are required to keep bus fares at a level where they meet 50% of the gross cost of providing bus services, with central government meeting the other 50%. For that reason alone we at ORC have had to lift fares recently and now I know that some people are finding affordability a real issue, especially families with two or three children using buses every week.

Q3 Goal should be amended to public transport being 'first choice'?

No I don't. We looked at that possibility on the joint ORC/DCC working group back in 2005/06 and it quite quickly became obvious to that provide a "first choice" bus service in a city the size and shape of Dunedin was a pipe-dream. It would probably cost two or three times as much as we currently have to pay, and even a "first choice" system would leave about 70% of householders preferring to keep to the still greater convenience of using their own cars.

Q4 Support increased funding?

For reasons stated above, I don't believe we can push much further on investing more local funding into the bus system. That increase would have to come from rates on every household, the vast majority of which do not use public transport in any event, and already complain about the amount of main street congestion caused by buses. "To make it more available" suggests even more buses on the streets and Dunedin is a one-street town, regrettably, unlike any other major NZ city. The current government has so far shown little or no enthusiasm for lifting their investment in public transport.

Q5 Support ideas for promoting public transport?

Yes I do. As I said publicly last week, I am keen to promote more fare-based incentives for passengers, probably by making greater discounts available to GoCard users. The current discount with GoCard is 10% and I think it should be lifted to at least 15%. In the new council term, if I'm still around, I will want some analysis done on the likely costs and benefits of lifting the discount rate for regular bus users. I thin the idea of free weekend travel for regular commuters is well worth looking at too. Cycle racks will come...that's in process now but will take a while and requires the bus companies to make a reasonable investment too if they choose to. DCC has employed people to work with employers (DHB, Cadburys, Allied Press, University) and that has produced many of our timetable changes of recent years....meeting shift and lecture times better. Live info at bus stops via GPS is great idea and it works pretty well in some bigger cities but that too comes at a high price and would see fares and/or rates go up again substantially. I personally think Dunedin is too small, hilly and complicated to run GPS info in an affordable way. On students, we have made long and expensive efforts to provide services for the tertiary precinct. All have failed to date, butg we do have 15 routes servicing the campus area and they have seen growing patronage. Students, however, have never been big bus users in a city where they can walk and car everywhere pretty easily.

Please remember this too: only 60% or so of the bus services in Dunedin are provided by ORC under contract. The remaining 40% are commercial services run by the bus companies where they think they can make a profit. They should be thinking as much as we do about marketing, innovation, incentives....if they think the demand is out there in the community, waiting to be met.

	<p>Q6 Support feasibility study into commuter train? Yes I do, but I will be amazed if any train service is sustainable and affordable compared with flexible and cheaper bus services.</p> <p>Q7 DCC should take over public transport? They might well be. Public transport has always looked and felt like a bit of an add-on at ORC. We do our very best and we work with DCC better now than ever in the past. It seems odd that we should be responsible for contracting public transport in their city. The offer was made by our ORC chairman two years ago but DCC have not rushed to pick it up.</p>
Bryan SCOTT	<p>Q1 Role of local govt in reducing greenhouse gases? Ultimately central govt has the key role on this issue. For example the ETS etc. Local govt however needs to be aware of how its activities impact on greenhouse gases. For example, another spinoff of public transport, walkways & cycleways is a reduction in greenhouse gases.</p> <p>Q2 Public transport goal being met? I believe the ORC has made significant improvement in providing a quality & safe service. Unfortunately for families in particular the buses can be expensive. Ideally more people using the buses could achieve some economies of scale and fare decreases. eg Auckland. However is a Catch 22.</p> <p>Q3 Goal should be amended to public transport being 'first choice'? In Dunedin city there are approximately 70,000 vehicles. In the short to medium term most people will continue to use their cars. Firstly because they have already invested. Secondly they have more flexibility. Ideally a number of people are in each car to improve efficiencies and reduce emissions. I believe if we can achieve our existing goal is our first priority and then ideally this second goal might also be achieved.</p> <p>Q4 Support increased funding? Ratepayers currently pay 25% of costs. No, my first priority is to review costs and efficiencies and ideally reduce fares from this. Discounts for families I think needs to be considered for any gains that can be achieved</p> <p>Q5 Support ideas for promoting public transport? I think these are all good ideas and undertake to follow these up.</p> <p>Q6 Support feasibility study into commuter train? A great idea. Will it financially make sense? Our focus is on achieving goals for bus system</p>

	<p>Q7 DCC should take over public transport?</p> <p>I think the bus system is a challenge for whoever looks after it. I do not believe a lot would be gained by giving it to the DCC.</p>
Edward ELLISON	

OTAGO REGIONAL COUNCIL (DUNSTAN CONSTITUENCY) - (2 REQUIRED)

Duncan Athol BUTCHER	
Andrew RUTHERFORD	
Gerrard ECKHOFF	

OTAGO REGIONAL COUNCIL (MOERAKI CONSTITUENCY) - (1 REQUIRED)

Doug BROWN	
Ben HOPKINS	

OTAGO REGIONAL COUNCIL (MOLYNEUX CONSTITUENCY) - (2 REQUIRED)

David SHEPHERD	
<p>Stephen WOODHEAD, Deputy Chair ORC,</p> <p>Chair Regional Transport Committee.</p>	<p>Q1 Role of local govt in reducing greenhouse gases?</p> <p>ORC should lead by example when the opportunity allows to do so practicy and ensure it does a good job of managing the consenting process around air emmisions. Otherwise a Govt. issue.</p> <p>Q2 Public transport goal being met?</p> <p>Yes within Dunedin and Queenstown, good progress has been made with better quality low floor, modern engined buses with good signage. There will always be people who say it is unaffordable, what they mean is they want some one else to pay.</p> <p>Q3 Goal should be amended to public transport being 'first choice'?</p> <p>No, sevice is an good alternative particularly for single occupancy vechiles. We understand that some people need a vechile for work or simply choose to drive.</p>

	<p>Q4 Support increased funding? No, public transport is currently one of the bigger line items on rates bill for dunedin people and fares are set at 50% recovery rate which is an appropriate split. We need to see a lift in patronage(use it or lose it) 95% of houses are within 500 metres of a bus stop.</p> <p>Q5 Support ideas for promoting public transport? We are always on the lookout for ways to promote service, cycle racks and real time will hopefully be available over the next few years</p> <p>Q6 Support feasibility study into commuter train? NO. there is not enough people to warrant even thinking about it. All current passenger rail funding is correctly channelled to Auckland and Wellington. Auckland rail carried 9 million passengers last year.</p> <p>Q7 DCC should take over public transport? That is up to DCC to decide, DCC is aware they can start the process to transfer responsibility for PT in Dn at any stage. The biggest problem I see with Dunedins bus service is the unrealistic expectations of some people. Dunedin is a small city, would be a suburb of most cities in the world and we need to accept that a large number of our residents will never need to or want to use a bus. There are always areas we can improve on and we should continue to stive to do so, but overall we have a good service.</p>
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CENTRAL WARD - (11 REQUIRED)

Tracey CRAMPTON SMITH	
Trevor TURNER	<p>Q1 Role of local govt in reducing greenhouse gases? We have a statutory requirement from Central Government to reduce greenhouse gas emissions where possible. I support the reduction of greenhouse gases in a manner that does not create hardship. Were possible we as a council must take a responsible role in leading these changes.</p> <p>Q2 Public transport goal being met? I believe we have significant problems with the utilisation of the bus service and I believe that is because of the cost of bus fares. I support the reduction of bus fares and the review of routes. I support the continued improvement of buses and infrastructure. I would look to move the control of the metropolitan bus service back to the DCC from the ORC and look for ways on how we could enhance the service like one charge zone and all day transfers, GPS locations etc</p>

	<p>Q3 Goal should be amended to public transport being 'first choice'? I believe public transport is the only option we have long term to combat greenhouse gas emission. I believe an affordable and well utilised public transport is vital to this goal.</p> <p>Q4 Support increased funding? Yes. The service needs to be run along the same lines as sewage treatment or water supply with the requirement to be fiscally responsible but not necessarily the required to be profitable as it is a community service.</p> <p>Q5 Support ideas for promoting public transport? Yes I support all of these initiatives</p> <p>Q6 Support feasibility study into commuter train? I would look into the feasibility of any form of public transport with a view to implementing it if we could get sufficient support from the community.</p> <p>Q7 DCC should take over public transport? Yes. The ORC is not able to view this service with the benefit of the metropolitan area as its primary focus.</p>
<p>Chris MARLOW. also Southern District Health Board - Otago Constituency</p>	<p>Q1 Role of local govt in reducing greenhouse gases? Local governments have a vital role to play in the health and wellbeing of the community they serve and that includes taking all reasonable steps to reduce greenhouse gas emissions. In the planning processes our community is entitled to the assurance that its Council pro-actively adopts strategies that will reduce such emissions. Such strategies could include incentives to use the public transport network, disincentives to use private transport in the inner city and to improve both cycle and walkways.</p> <p>Q2 Public transport goal being met? Some of ORC's goals fall short. Transport costs are not affordable to everyone particularly those in the outer suburbs, nor is it always safe or reliable. The buses make little provision for the carriage of personal items ranging from shopping to cycles.</p> <p>Q3 Goal should be amended to public transport being 'first choice'? Yes, I do</p> <p>Q4 Support increased funding? Yes, I do.</p>

	<p>Q5 Support ideas for promoting public transport? In addition to the above, buses should be equipped with security features such as CCTV, more bus shelters need to be erected and a continuous circle loop in the inner city connecting to the University, for example. An integrated and holistic transport approach needs to be taken and in any long term planning, the provision of trams needs to be considered.</p> <p>Q6 Support feasibility study into commuter train? Yes I would in principle.</p> <p>Q7 DCC should take over public transport? Yes I do. The city is best positioned to determine its own transportation requirements and its vision for the future.</p>
Fliss BUTCHER	
Lloyd WILSON	
Richard THOMSON	
George MORRISON	
Andrew WHILEY	
Lynn TOZER	<p>Firstly, you ask whether I would support the following ideas 1-7.</p> <p>Yes, I certainly recognize and support a complete objective informed review of the short term, medium term and long term strategies for Dunedin wide transport, including the West Harbour corridor.</p> <p>Reconciling transport options (bus, mini bus, train, cycle, car, car pool, shuttle), costs both to the provider and for user, the demand for the provision of a high level of appropriate service, and long term sustainable, energy efficient and environmentally sound considerations, is complex. It is not a matter of fixing this bit or that bit. It is a matter of a complete and thorough exploration of options for each of the above factors and the development of a well constructed strategy which best meets all contingent factors.</p> <p>The ORC's key role is that of caretaker of the region's land air and water. The DCCs role is to provide for the daily needs of society. Given that one goal is to achieve reduction in greenhouse gases this has implications for the ORC. However the service provision sits within the DCC's defined core business. Therefore reconciliation of roles and of service provision must also be undertaken.</p> <p>With this in mind I will answer very briefly your questions below. Clearly my position as stated above, recognizes the complexity but also the importance of this issue and of "getting it right" as soon as possible.</p>

	<p>Q1 Role of local govt in reducing greenhouse gases? ORC role, as legally defined makes this clear</p> <p>Q2 Public transport goal being met? To some parts of the region only.</p> <p>Q3 Goal should be amended to public transport being ‘first choice’? Yes</p> <p>Q4 Support increased funding? See above – needs to be considered as part of the bigger review.</p> <p>Q5 Support ideas for promoting public transport? In essence yes. These options need to be part of an overall review and should contribute to the bigger “solution.”</p> <p>Q6 Support feasibility study into commuter train? Yes.</p> <p>Q7 DCC should take over public transport? See above.</p>
Olive McRAE	<p>Q1 Role of local govt in reducing greenhouse gases? I think that the DCC has a role to educate the public, encourage people to commit to positive choices, and to promote the preservation of our environment, but I do not think that the role should incorporate too much punishment for non-compliance. For me its about educating people to make good choices, and rewarding them for those choices.</p> <p>Very importantly the DCC also have a role in leading by example. The DCC actions as an institution must be in keeping with preserving our environment, and long-term planning NOW to minimise effects of the current problems.</p> <p>Q2 Public transport goal being met? No absolutely not. I believe that the DCC must have control of the bus service, so that when planning for the City, the DCC will be able to take a holistic approach as opposed to the current piecemeal situation. A fine example of the ridiculousness of the situation, was when the new parking scheme (or disaster if you like) was implemented by the DCC, and then the ORC put the prices of the buses up! We need to be really encompassing all the issues together to find the best result for our communities transportation needs.</p>

Q3 Goal should be amended to public transport being 'first choice'?

No. I think that the buses should be controlled by the DCC as stated above.

Q4 Support increased funding?

Absolutely.

I know that if DCC had control of the buses, and they sat down with the community, and key stakeholders, that we would be able to find other forms of subsidisation, apart from the current form. I don't believe that it would be an extra cost to rate-payers either. With some creative thinking we could make the buses affordable.

Students need to be broken up geographically, to prevent the student 'ghetto' culture, and make students feel included into our communities rather than grouped into their own little sub-culture.

The University could play a big part in this.

Q5 Support ideas for promoting public transport?

I am aware of how handy GPS and internet capabilities are from traveling in Wellington, though I'm unsure as to the practicalities of this due to affordability.

I also find that there is an such an increase in technological dependance in our society.

In most Auckland supermarkets there are televisions at ever checkout that you can watch instead of having to talk to people in the checkout-line with you. Also in many elevators their is televisions to avoid having to speak to anyone.

I think that technological advancement is a positive thing, but I would like to see some public spaces remain without television or internet. I think it is healthy and desirable to meet people in public and share public spaces with each other not just technology.

I am against providing cheap fares for students, without first offering cheap fares to community service card holders. I think that the low-socioeconomic groups in our society really get the ruff end of the stick, and contrary to popular belief, many students are not poor.

I understand that we need to encourage students to catch buses, but I would be against discounts without first making this discounts available to low-socioeconomic groups.

Cycle racks are an absolute must. I sometimes bike with my daughter in her bike trailer, and it is so unfortunate that we can't get the bus home. I would use my bike a lot more, if I knew I could catch the bus home should the weather turn bad. Its such a barrier to biking with children, not being able to jump on the bus if the children get to tired or the weather packs in.

Q6 Support feasibility study into commuter train? Yes completely.

Q7 DCC should take over public transport? Yes, as mentioned above.

Dave CULL	Under mayoral candidates.
Paul HUDSON	<p>Q1 Role of local govt in reducing greenhouse gases? Very important</p> <p>Q2 Public transport goal being met? No</p> <p>Q3 Goal should be amended to public transport being 'first choice'? Possibly but need to understand the cost implications.</p> <p>Q4 Support increased funding? Where is the additional funding coming from? If from rates this penalises non-bus using ratepayers.</p> <p>Q5 Support ideas for promoting public transport? Yes. Citibus already has GPS on all of its buses, simple to extend this to live arrival information but ORC not interested at this stage.</p> <p>Q6 Support feasibility study into commuter train? Unlikely to be economic and therefore not affordable.</p> <p>Q7 DCC should take over public transport? Yes</p>
Neil COLLINS	
John BEZETT	
Chris STAYNES	
Lindsay SMITH	<p>Q1 Role of local govt in reducing greenhouse gases? As a major business, the DCC has a significant responsibility to operate sustainably – and that certainly includes setting an example of effective greenhouse gas reduction.</p> <p>Q2 Public transport goal being met? I think they are partially meeting their goal but have some distance to go. There have been big improvements in recent years.</p>

	<p>Q3 Goal should be amended to public transport being ‘first choice’? I would certainly welcome a discussion round the goal. For example, I would love to see greater use of public transport for school kids when off peak capacity is already available.</p> <p>Q4 Support increased funding? In the short term I do not think that the DCC or ORC will have the money available to spend more. What I would like to see is the money already being contributed spent much more effectively on services people want. In the medium term, increased funding for public transport could well come from reduction in other budgets – such at \$24 m to realign road round the stadium! That money would have funded City Bus for three years of free tickets for all rides!</p> <p>Q5 Support ideas for promoting public transport? Absolutely! I think these things should come first. I would love to be able to take my bike up Stuart Street on a bus each morning and bike home but currently, even getting a bus to work is difficult. The services don’t connect and last time I tried, the ticket for the first section wouldn’t work on the second.</p> <p>Q6 Support feasibility study into commuter train? Yes – provided the study is done properly and not by vested interests who don’t want to see it happen.</p> <p>Q7 DCC should take over public transport? Not in the short term. I think the DCC has a management culture of extravagance and that’s the last thing that public transport needs. \$11,000 for a bus shelter is a great example of why public transport struggles. Currently, much of the money is not going to fund things the people actually want.</p>
Steve O’CONNOR	<p>Q1 Role of local govt in reducing greenhouse gases? The role is multiple</p> <ol style="list-style-type: none"> 1. Reduces it own carbon footprint by careful management of resources. Neville Auton DCC energy manager heads this up 2. Town planning should encourage the use of cycle ways, walkways and public transport. Actively discourage cars in the CBD. 3. Incentivise the use of public transport. 4. Work with central government and ORC to use public transport to help social inclusion. E.g. community service card holder get free off peak fares as per gold card or reduced rates for family passes etc. 5. Encourage bus routes that allow access to sports facilities, better weekend service

	<p>Q2 Public transport goal being met? It is not being met and the goal is not adequate. Public transport should be first choice of all commuters, students and workers in city. It should also be affordable for families not just singles</p> <p>Q3 Goal should be amended to public transport being 'first choice'? Yes see above</p> <p>Q4 Support increased funding? Yes and we will need to lobby government to allow for this</p> <p>Q5 Support ideas for promoting public transport? Yes we should take steps in this direction. Live arrival data is very expensive to implement and maintain A txt service may be an interim measure is txt route number to get ETA of next bus. Definitely cycle racks start with the hill suburbs.</p> <p>Q6 Support feasibility study into commuter train? All indications are that this would be very expensive option but I am open to be persuaded otherwise. A rail car may be the answer, but there are problems with lines being needed for freight. I'd rather see an inland port established on the Taieri so that freight could be shifted from there to the port by rail. Thus making SH88 a much safer road for other traffic including buses.</p> <p>Q7 DCC should take over public transport? Maybe! But there are a few hurdles to overcome for this to be the case. We do need an over-arching strategy for transport in the region. The ORC currently has jurisdiction for transport over four other territorial authorities. The city should have much more say on things like bus routes, timetables, subsidies and so on. A better working relationship between ORC and DCC would be a good start. There also needs to be better public consultation especially as contracts come to an end and routes are re-evaluated.</p>
Colin WEATHERALL	<p>Q1 Role of local govt in reducing greenhouse gases? support Govt Policy and be a community leader in own operations</p> <p>Q2 Public transport goal being met? No</p> <p>Q3 Goal should be amended to public transport being 'first choice'? yes thats a good start</p>

	<p>Q4 Support increased funding? increase from central Govt should be key focus</p> <p>Q5 Support ideas for promoting public transport? Yes lets be inventive in our thinking & lead the way</p> <p>Q6 Support feasibility study into commuter train? yes ...if demand / service meets uses need / supported by affordability</p> <p>Q7 DCC should take over public transport? Govt Regulation currently requires seperation // but worth investingation</p>
<p>Paul DOUGLAS Also Candidate Southern DHB</p>	<p>Q1 Role of local govt in reducing greenhouse gases? Actively investigating methods/ways of doing this via its staff, contacts, researchers. Applying more efficient fuels (re carbon emissions) to its fleet, and suggesting it be used by its counterparts: DCC</p> <p>Q2 Public transport goal being met? Yes, re the Intercity bus service, the goals seem to be being met travelling through Otago. That applies for me in town too. However, I still seem to miss the odd bus by 10seconds or so when I want it because the times are at odd times and I don't carry a timetable, or sometimes the city ones drive past the bus stop without going in a bay. This happened recently at Mornington turnaround. I walk a lot anyway, so doesn't matter to me.</p> <p>Q3 Goal should be amended to public transport being 'first choice'? No, but I think the 2 additional principals could be added to their goals as 2 separate principals if they don't already exist.</p> <p>Q4 Support increased funding? Yes, see answer to Q2 also.</p> <p>Q5 Support ideas for promoting public transport? I support: Live arrival info using GPS Uni/Poly student fares (with ID required) 25%discount Cycle racks I also suggest a free service between 10am and 2pm similar to the free "Purple Bus" service operating in Invercargill city.</p>

	<p>Q6 Support feasibility study into commuter train? Yes, foot access is difficult, especially if windy or rainy</p> <p>Q7 DCC should take over public transport? No</p>
Malcolm DIXON	Attended meeting in Port Chalmers on public transport 9 Sept.
Bob GILLANDERS	<p>Q1 Role of local govt in reducing greenhouse gases? Do whatever is financially viable.</p> <p>Q2 Public transport goal being met? I dont know enough to comment at this stage.</p> <p>Q3 Goal should be amended to public transport being 'first choice'? No.</p> <p>Q4 Support increased funding? Yes</p> <p>Q5 Support ideas for promoting public transport? Yes</p> <p>Q6 Support feasibility study into commuter train? Yes</p> <p>Q7 DCC should take over public transport? No-the regional council taxes the whole of Otago-where would the DCC get the extra funding from?</p>
Bev BUTLER	<p>Please accept my apology. I am unable to attend the meeting this Thursday as I have Maths Tuition business commitments.</p> <p>I can say in very general terms that I do support a better public transport system - how this is achieved will, of course, need considerable commitment and consultation with the community.</p> <p>I note in your attached report that the "ORC currently believes it would be a politically difficult decision to increase its subsidies for public transport." Yet the ORC agreed to spend \$37.5 million on a rugby stadium which nearly 80% of the community stated they didn't want. The spending of this \$37.5m was outside their own stated mission statement and they need to be reminded of this - so that this wasteful spending is never repeated in the future.</p>
Samuel MANN	
Teresa STEVENSON	<p>The real question is how to change things!</p> <p>The ORC are keen to pass on the role of bus manangement on to the DCC. However the DCC both political majority and staff are highly reluctant to take on the task. They will not even help fund a report to investigate the costs and benefits of public transport moving from the ORC to the DCC. ORC are willing to pay a share of the study, but not the DCC.</p>

	<p>Also the DCC claim that we will be forced to sell citibus, which I do not want to do, surely there is a way to run it from arms length?????</p> <ol style="list-style-type: none"> 1. Can we get the DCC to fund the study on the costs and benefits of taking public transport over from the ORC? 2. can the DCC Holding Company keep Citibus if the bus route role was given to the DCC? 3. If bus routes stay with ORC how can we get the ORC to improve the user-friendliness of the bus system if the majority of ORC councillors are more concerned with non-Dunedin issues such as rates levels?
Randall RATANA	
Shane GALLAGHER	<p>Q1 Role of local govt in reducing greenhouse gases? We have to take a primary role now that central government has abdicated its responsibility for doing so. We need to partner with the community to develop low carbon strategies with regard to transport and energy. We can do practical things like developing public transport and looking at innovative ways for the community to work towards reducing emissions through ride-sharing etc. We also can develop better cycle and pedestrian paths and routes in the city. We also need to look at renewable energy resources within the city environs – this helps reduce carbon emissions and helps create long term sustainable jobs for our community which is very important. Growing food locally where appropriate can help by reducing the amount of food being moved around. We can also look at reducing water usage for things like gardens by encouraging rain water collection (clean water takes energy to produce). We also could look at things like solar powered street lights, switching away from gas to woodchip boilers at Moana pool as a CHP system... I could go on for a long time but I hope this gives you a flavour of what role I believe local government can do.</p> <p>Q2 Public transport goal being met? I believe that they are doing their best – but the level of dissatisfaction is pretty evident. I believe that the bus service would be better governed from the DCC but as a first step we should work very closely with the ORC to improve services.</p> <p>Q3 Goal should be amended to public transport being ‘first choice’? Yes.</p> <p>Q4 Support increased funding? This is a difficult issue as there are restrictions at central government level on how much the local bodies can fund transport. But we need to focus on improving the service we have got already and then moving forward with improving and expanding the service. One area we could look at is the zones, pricing and having things like weekly and monthly passes.</p> <p>Q5 Support ideas for promoting public transport? Yes I do.</p>

	<p>Q6 Support feasibility study into commuter train? Yes I do. I think it will be vital as part of establishing our low carbon transport system.</p> <p>Q7 DCC should take over public transport? Yes. However, as a first step I think we should actively engage with ORC to try to improve the service from day one.</p>
Lee VANDERVIS	
Bill MACKLIN	
Jinty MacTAVISH	<p>Q1 Role of local govt in reducing greenhouse gases? Yes, there is a role for local government in reducing greenhouse gas emissions. At a time when international negotiations are failing, and our national government seems to be dead-set on increasing our reliance on oil, action at a local government level is critical to ensure a positive future for our city and its citizens. Indeed, I believe the legislation charges us with this responsibility - section 10 (b) explains that the purpose of local government is "to promote the social, economic, environmental, and cultural well-being of communities, in the present and for the future". To safeguard our future well-being in any one of these areas, action to mitigate climate change is absolutely essential. As 350.org founder Bill McKibben puts it, "You can adapt, maybe, to 1 or 2 degrees. You can't adapt to 4 or 5 degrees."</p> <p>In terms of the kind of role, I guess I see it (at its most basic) as moving the services that the Council provides towards a low-emissions model, which essentially means progressively reducing the city's reliance on oil. Building and supporting local supply chains, building and enhancing public and sustainable transport options, building and investing in local (renewable) energy options, building and strengthening communities. Transitioning away from carbon-intensive infrastructure towards infrastructure that requires less carbon-intensive maintenance. That sort of thing. There are two fantastic things about this</p> <ul style="list-style-type: none"> • We don't need to make it all up. There are awesome examples of cities that are already doing it which we can learn from. • Mitigating climate change will also build our resilience to other global challenges, like peak oil and economic instability. <p>Q2 Public transport goal being met? Quality - "the degree of excellence of something". The buses I travel on are comfortable, clean and warm. The drivers are generally kind, considerate and friendly. Having said that, I consider the ORC's bus service far from A+ for excellence (let down by its frequency, cost and punctuality), so I guess, no.</p> <p>Safe - "protected from, or not exposed to, danger or risk". I've been left in the centre of town at midnight on a Saturday because a bus failed to arrive (which cannot be considered safe for any person, let alone a young woman with nowhere to go), so no.</p> <p>Affordable - "inexpensive, reasonably priced". I personally don't have to travel far, so it is reasonably priced for me as a single,</p>

carless, short-distance commuter. I am aware, however, that for families, for those on low incomes, for those who own cars, and for those who commute larger distances, the bus service take a considerable whack out of the budget. So no.

Q3 Goal should be amended to public transport being 'first choice'?

This sounds like an excellent refocusing to me, although I would add a phrase on the end to reflect the need to adapt to a future of declining global oil production, and add 'sustainable transport options' to cast the net a bit wider than just mass transit - 'enabling public and sustainable transport options to become a first choice for commuters, as part of the Otago Regional Council's commitment to reducing greenhouse gas emissions and preparing for a decline in global oil production'?

Q4 Support increased funding?

Funding for the service could be increased in a number of ways.

- With a greater central government contribution to subsidise fares. I certainly support this!
- With a greater local authority contribution to subsidise fares. In principle I support this, because I feel that it is only by reducing the cost of the bus services (relative to that of car travel) that we will see a sustained and significant increase in bus patronage. I understand from the last PC TT bus meeting, however, (as noted in the report) that there are some constraints around this in terms of the limits imposed by central government subsidies. I would like to understand more about this before commenting further - hopefully I'll learn more on Thursday night!
- With a greater local authority contribution to improving the quality of service, through things like bus shelters, e-timetabling, rejigging timetables so buses run at more useful times, text updates, bike racks, etc etc. In feel like this is where the Dunedin City Council could really step up and start providing some leadership and guidance, with relative ease and at reasonably low cost. If elected, I would be pushing for a great deal more work to be done in this area.

Q5 Support ideas for promoting public transport?

Yes. Some will be financially more manageable than others (*sigh* - how many times have I wished that Stadium wasn't built?!), and some can be more immediately addressed by the DCC than others, but I believe that there is a lot of work to be done in this area and a lot of progress that could be made on a number of these ideas (e.g. cycle racks, employer involvement) relatively rapidly.

Q6 Support feasibility study into commuter train?

Yes. I would like this feasibility study to consider the relative carbon efficiency of such a service, too, compared with buses, and the possibility/cost of electrifying the line, as I believe reducing our carbon emissions and reliance on oil should be highest on our priority list when considering the merits of such a proposal.

Q7 DCC should take over public transport?

Yes, I believe they would, as public transport systems ought to be considered with and alongside the development of things like

	<p>parking strategies, zoning, urban development plans, cycleways and pedestrian access, etc etc - all of which is looked after by the DCC. The DCC is also more closely connected with, and more directly answerable to, the public of Dunedin City - the users of the system.</p> <p>All of this makes the DCC feel like a more appropriate place for public transport to sit. Having said that, there would be some big implications for ratepayers in taking on such a responsibility (I understand that government regulations mean that we would need to sell Citibus, for example), so all of these things would need to be carefully understood and discussed by the people of Dunedin, before any such move took place.</p>
Michael GUEST	<p>Q1 Role of local govt in reducing greenhouse gases? Constant monitoring of our own greenhouse gas footprint. We have a fulltime expert energy officer. Electric vehicles where possible. Sustainable heating and lighting where possible. Supporting retrofitting of insulation.</p> <p>Q2 Public transport goal being met? NOT AT ALL. TOO MUCH EMPHASIS ON COST SAVING.</p> <p>Q3 Goal should be amended to public transport being 'first choice'? Yes</p> <p>Q4 Support increased funding? Yes</p> <p>Q5 Support ideas for promoting public transport? Yes</p> <p>Q6 Support feasibility study into commuter train? I have thought about this for some time but the economics simply do not stack up. We could do a trial but it will costs millions.</p> <p>Q7 DCC should take over public transport? Yes. Always have. Always will.</p>

Hendrik KOCH	<p>Q1 Role of local govt in reducing greenhouse gases? Local Government should led by example by increasing energy energy efficiency of their facilities and car fleet etc. Providing assistance to residents to better insulate their homes ; promote energy efficiency appliances and encourage greater use of public transport etc.</p> <p>Q2 Public transport goal being met? No !</p> <p>Q3 Goal should be amended to public transport being 'first choice'? Yes ! Affordability is a major issue for many low income people but quality of service and convenience makes the use of private cars the preferred option for those who can afford if. Traffic congestion is still not a major deterrent . Maybe 50% subsidy [as for busses] for taxi-vans going from door to door may reduce car use and peak traffic flows .</p> <p>Q4 Support increased funding? Yes... also increased discounting of non-peak fares to increase patronage especially Community & Gold card holders. It would also be more encouraging to provide at least a 20% discount on regular users who use Go-card.</p> <p>Q5 Support ideas for promoting public transport? Yes</p> <p>Q6 Support feasibility study into commuter train? Yes</p> <p>Q7 DCC should take over public transport? Maybe??? A combined working party may be equally be affective . The important aim must be to introduce the changes requires to shift the communities mindset.</p>
Jono CLARK	<p>Q1 Role of local govt in reducing greenhouse gases? I believe that the local government need to reduce carbon emissions at a local level and monitor how much they emit. It is also their responsibility to report back and keep regular communication with central government about their level of emissions.</p> <p>Q2 Public transport goal being met? No. It's bus service is far too expensive and is not desirable or attractive to commuters. This is why we see the bus service being under-utilized within the Dunedin and Otago as a whole. I believe new initiatives to gain more users is on the agenda for the newly elected council.</p>

	<p>Q3 Goal should be amended to public transport being 'first choice'? Yes. I believe that with the ever increasing presence of peak oil and other problems that the environment faces, public transport increases will see a more sustainable and cleaner city. This can be a point where the international community can view us as leaders in the world of clean and green living, hosted and encouraged largely by the city council.</p> <p>Q4 Support increased funding? Yes, I believe the city council [or ORC] should fund as much as possible [according to legislation] into the public transport industry in Dunedin.</p> <p>Q5 Support ideas for promoting public transport? Yes. Time passes [such as week long or 12 hours] are a necessity in improving public transport and making it a more desirable service. Possibly a free bus that runs along the main stretch [hop on hop off service] could also be employed</p> <p>Q6 Support feasibility study into commuter train? Yes. It may be a feasible idea, but as I do not know much about the project I would not like to comment further.</p> <p>Q7 DCC should take over public transport? Yes. They will have a more local and accurate perspective on the public transport within the city than the ORC does.</p>
Barry SIMPSON	<p>Q1 Role of local govt in reducing greenhouse gases? Cognisant of and supportive ie purchase low emission vehicles or use bio fuels if that is less damaging. Encourage vehicle pooling and shared rides of both staff and commuters. Double glazing, long life light bulbs good thermostats on heating systems.</p> <p>Q2 Public transport goal being met? Yes. They are providing a service inside their prescribed financial envelope. If we want a higher level of service then more money has to be found. Where will it come from? Note also they have Otago responsibilities not only Dunedin hence the bus service at Queenstown.</p> <p>Q3 Goal should be amended to public transport being 'first choice'? Patience. Once fuel costs burgeon public transport will be really on the table.</p>

	<p>Q4 Support increased funding? In theory but it depends on the detail. Where will this pot of gold appear from?</p> <p>Q5 Support ideas for promoting public transport? In concept yes. The reality is where is the money coming from and as well who pays. Low cost ideas like bike racks has particular merit.</p> <p>Q6 Support feasibility study into commuter train? Do not have to. The knowledge is there in the public domain. Our population base is too small to fund an operation. The one possibility could be to contract the Taieri Gorge Ltd. This may be not possible as there may not be enough cars of the required standard for the TGL to be both a tourist operation and a commuter operator. In the next while I think we have to stick to the buses as being more economically viable.</p> <p>Q7 DCC should take over public transport? This is not a fair question as there is no level playing field here. Local Authorities by law are not allowed to operate public transport operations. The Otago model is OK ie Citi-Bus is a LATE (local authority trading enterprise) owned by the DCC and subsidised by the ORC. The routes are tendered for hence Dunedin has 3x contractors Citi-Bus, PT Services and Mosgiel Coach Lines. There would have to be a legislative change in the House which I respectively suggest is unlikely with Act ruling the roost about privatisation.</p>
Richard WALLS	Thanks for the opportunity. As a matter of longstanding principle, I do not respond to questionnaires. Badly burnt way back in the mid-70's as an MP, my response was mis-used and abused. Never again.
Andrew EAMES	
Olivier LEQUEUX	As above under mayoral candidates.
Jonathan USHER	
Aaron HAWKINS	As under mayoral candidates.
Martini SAMSON	

MOSGIEL TAIRI WARD - (2 REQUIRED)

Malcolm ANNGOW	
Kate WILSON	
Syd BROWN	
Craig WATSON	<p>I am about to board a flight to Brisbane for a conference. I hope your meeting on Thursday goes well, sorry I cannot make it. Quickly:</p> <p>Q4 Support increased funding? Unsure, I think other issues such as timing for workers and loyalty needs to be looked at first</p> <p>Q5 Support ideas for promoting public transport? yes</p> <p>Q6 Support feasibility study into commuter train? yes- but West Harbour to Mosgiel</p> <p>Q7 DCC should take over public transport? absolutely</p>
Maurice PRENDERGAST	
Brian MILLER	

WAIKOUAITI COAST-CHALMERS WARD - (1 REQUIRED)

<p>Andrew NOONE</p>	<p>Q1 Role of local govt in reducing greenhouse gases? Lobby central government, provide leadership and be proactive by “walking the talk”.</p> <p>Q2 Public transport goal being met? Partly met, the challenge is to meet the expectations of our community in the future, the service needs to suit the people’s expectations.</p> <p>Q3 Goal should be amended to public transport being ‘first choice’? Yes along those lines.</p> <p>Q4 Support increased funding? Yes. Fares, grants from Central Government and general rates are the 3 main sources of income, the difficult question is which stakeholder should pay more?</p> <p>Q5 Support ideas for promoting public transport? Yes these options could help attract a substantial and sustained increase in patronage.</p> <p>Q6 Support feasibility study into commuter train? Yes it needs careful consideration on the impact of the ongoing viability of existing PT Services.</p> <p>Q7 DCC should take over public transport? This question does pop up from time to time, yes. Dunedin City Council looks after bus shelters (funded by ORC) and bus stops so it would make perfect sense. My understanding of the legislative rules for local authorities when it comes to being a provider of PT Services the ownership of a bus company is prohibited i.e. Citibus. That’s an issue that would need to be worked through.</p>
<p>Geraldine TAIT</p>	<p>Thanks for your survey and also for the opportunity to come along to one of your meetings. I am very interested in public transport. As a member of the Transport Action Group (TAG) I have actively submitted to the Regional Council particularly on the issue of accessibility for those who are elderly or who have disabilities but also about lack of good timetable information, and poor and irregular services to some areas.</p> <p>Q1 Role of local govt in reducing greenhouse gases? As a community we all have a role but government and local bodies should be leaders in our countries efforts to reduce greenhouse gas. Some councils are beginning to use buzz words like “sustainability”, but I’m not sure they are putting their money where their</p>

mouth is. The dual problems of climate change and peak oil are the big issues for our and our children's futures. We need effective long term planning, which will help our community adjust and thrive in a lower carbon use world. Changes must be staged and realistic but we must start now and public transport will be a key issue in this planning for the future.

Q2 Public transport goal being met?

I think the ORC has made some major improvements to it's service in the last few years. They are more open to feed back from the community and we should give them credit for these changes. I am particularly concerned with having a fully accessible bus service and there have been a considerable increase in the number of super low floor busses. Cost is still a problem and the regularity of the service in the evenings, weekends and to the out lying areas such as Port Chalmers, the North coast, the peninsula, Mosgiel and the Brighton area.

Q3 Goal should be amended to public transport being 'first choice'?

I think in the long run yes definitely but we need to get lazy car drivers like me to use the busses more often. Empty busses are not good for anyone. So we need a two-pronged approach to make the bus service more attractive through changes in the way it is promoted and priced and to make sure more people are using the service. I think as fuel prices kick in and I'm sure they will increase in the near future people will look at their options. Your community may also wish to promote ride-share and car pooling as great ways of reducing the number of private car journeys from Port to town.

Q4 Support increased funding?

At present the government is pressuring councils to make sure bus users pay half the cost of the service with 25% coming from a government subsidy (taxes) and 25% approx from rates. Generally those using busses are the least well resourced so they should have assistance to help pay for fares. But getting more people on busses will also help to cut costs of fares, empty busses are expensive, full ones make money. Many people also want to keep taxes and rates affordable, this is not an easy question. Fare incentives are part of the answer to keep the bus service well used.

Q5 Support ideas for promoting public transport?

Yes I think there should be a higher level of fare reduction for regular bus users. At present the Go card gives a 10% reduction. I think weekly bus passes at a reduced price for commuters would be good. Better timetable info is needed, maps at bus stops, better time tables for each route on busses, GPS info as we can afford it. I would like to see a bus station in town which would be a nice place to sit and wait, Café, bookshop, visitor centre and security guards at night plus up to date bus info. This could be extended to more on time information at major bus destination and pick up points. Cycle racks is a great idea or even a trailer to carry bikes if the demand increases. We need to be more innovative to help move people out of cars and into public transport.

Q6 Support feasibility study into commuter train?

In the long term I see we will be returning to trains for longer trips eg to other cities and that a commuter service will make sense

	<p>however I think the first step will be better bus services and better utilization of the bus service. Trains are really expensive \$4,000 to hire a train from Dunedin to Waitati and back.</p> <p>Q7 DCC should take over public transport? Yes I am definitely in favour of the DCC becoming the custodian of our local bus service. To do this they would need to sell City Bus, which does not make a profit and could provide money which could better be directed else where. Government legislation will not allow a local body to both own a bus service and be the contracting agency. At present DCC owns companies like Delta who then vie for contracts doing work for the DCC, so I'm not sure if there is any logical reason why we couldn't still own City Bus except for the Governments view on this. The reason why we want DCC to control the bus services is that the advantages of a good, regular, accessible and affordable bus service are immediate for Dunedin people. It would help reduce congestion in the city, reduce parking problems, pollution and reduce green house gas etc. The DCC would be more responsive to local concerns as most people know how to contact the council about their concerns but many people do not understand the ORC role.</p>
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CHALMERS COMMUNITY BOARD - (6 REQUIRED)

<p>Trevor Alan JOHNSON</p>	<p>Q1 Role of local govt in reducing greenhouse gases? I believe that local Government should take a lead role in reducing emissions however we should all take responsibility and not just rely on others.</p> <p>Q2 Public transport goal being met? Given the budget that they have I believe they are doing a reasonable job however there is always room for improvement.</p> <p>Q3 Goal should be amended to public transport being 'first choice'? No</p> <p>Q4 Support increased funding? In a perfect world I would say yes however who is going to pay?. Already we have people suffering the indignity of struggling to pay their rates especially those on fixed incomes. Any further increase will only becomes a further burden on rate payers. Perhaps if both councils had listened to the rate payers and not gone ahead with their vanity projects we could have afforded it but unfortunately I have to say no</p> <p>.</p> <p>Q5 Support ideas for promoting public transport? No for the same reasons I have outlined above, the ratepayers just cannot afford it.</p> <p>Q6 Support feasibility study into commuter train? As per the previous two answers.</p>
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	<p>Q7 DCC should take over public transport?</p> <p>Yes I do and further to that I believe that the ORC should cease to exist and turn over all its responsibilities to the DCC .</p> <p>I for one am sick to death of paying for two councils when one is more than enough. The regional council is a mystery to most rate payers if you ask ten people what they do you will be lucky if two out of ten know. If the present trend of increase after increase continues people will be rated from their homes. I have had stand up arguments with a number of the present councilors both DCC and Regional and I have to say most just don't get it nor do they give a damn about people who are struggling.</p> <p>In summary I agree in principle but just don't see it as affordable unless council changes the way they spend our money.</p>
Mel AITKEN	<p>Attended public transport meeting in Port Chalmers 9 Sept.</p>
Steve WALKER	<p>Q1 Role of local govt in reducing greenhouse gases?</p> <p>It is fundamentally important and there is policy in place, unfortunately it is rarely enacted. On most occasions the words 'Lip' and 'Service' are the overriding goal of local government when it comes to policy enactment.</p> <p>Q2 Public transport goal being met?</p> <p>Quality - so so Safe - yes Affordable - not even close</p> <p>Q3 Goal should be amended to public transport being 'first choice'?</p> <p>Possibly, but this is a multi faceted issue that certainly should not be boxed in with a 'one size fits all' answer/statement...</p> <p>Q4 Support increased funding?</p> <p>No, I support increased funding to make the bus service more Affordable. Affordability will create the space in which availability will naturally occur / increase.</p> <p>Q5 Support ideas for promoting public transport?</p> <p>Cheap weekly / monthly passes are a 'no brainer'. All the ideas seem obvious and are part and parcel of most other cities throughout the world.</p> <p>Q6 Support feasibility study into commuter train?</p> <p>I do support the idea but fear the results of the feasibility will not be to many peoples liking.</p>

	<p>Q7 DCC should take over public transport? Possibly, but ultimately if the finance or will is not there it may actually be worse.</p>
Ange McERLANE	
Raewynne PEDOFSKI	<p>Q1 Role of local govt in reducing greenhouse gases? .to ensure that all vehicles/machinery run by the organisation are low on emmissions, to support car sharing, public transport usage, to minimise airplane travel for staff...to educate the people on minimising greenhouse gas emmissions.....</p> <p>Q2 Public transport goal being met? They are trying within their constraints....</p> <p>Q3 Goal should be amended to public transport being 'first choice'? Rather difficult to go as far as to stop personal choice of people.</p> <p>Q4 Support increased funding? Yes</p> <p>Q5 Support ideas for promoting public transport? Yes</p> <p>Q6 Support feasibility study into commuter train? I would support a feasibility, but the results will show that it is unaffordable. I support the Take the Train days that are occassionally happening.</p> <p>Q7 DCC should take over public transport? Unsure</p>
Jan TUCKER	<p>Apologies unable to attend meeting 9 Sept.</p> <p>Councils need to have a sound sustainability policy, and where possible look to what vehicles are used in the council fleet. As far as public transport - in a perfect world not only would it be efficient, and cheap but also freely available - unfortunately Dunedin not only does not have the population to support this but also because of its huge area (the largest in NZ at present) it would be \ difficult to provide complete coverage. Yes, it would be great if there was a greater subsidy but where would it come from?</p> <p>Rates or taxes? I could not support it coming from either. Rail transport also would need not only a large subsidy but also a complete rebuild of infrastructure - this has been investigated several times over the last 20 years - again where would this subsidy come from? Rather than DCC taking responsibility for public transport I believe it is time to look to the amalgamation of DCC and the ORC. Sorry if this is a little negative but I believe in looking at the affect on rates or taxes that would hit those on lower incomes even more.</p>

Duncan EDDY	<p>Q1 Role of local govt in reducing greenhouse gases? Managing services and infrastructure sustainably, and supporting community led initiatives to reduce emissions.</p> <p>Q2 Public transport goal being met? No. I do not think that the current public transport system is affordable or high quality.</p> <p>Q3 Goal should be amended to public transport being 'first choice'? No. I think the responsibility should move from ORC to DCC.</p> <p>Q4 Support increased funding? Yes, This should not just come from ratepayers and taxpayers, but Otago University and Polytechnic Students Assns, for example, could invest in this and it would benefit the students they represent. Employers could also offer bus passes rather purely than mileage allowances.</p> <p>Q5 Support ideas for promoting public transport? Yes. In the long to medium term, the more transportation options and incentives that are available the better. In the short term the goal should be on keeping it simple and providing affordable user friendly bus and shuttle services. It shouldn't cost the earth.</p> <p>Q6 Support feasibility study into commuter train? Yes.</p> <p>Q7 DCC should take over public transport? Definitely. ORC should be focusing on regional issues, not on issues that are entirely specific to a certain locality within that region.</p>
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MOSGIEL TAIERI COMMUNITY BOARD - (6 REQUIRED)

Pam MASON	
Barry BARBOUR	
Teresa CHRISTIE	
Bill FEATHER	

Sandra WILSON	
Brian MILLER	
Martin DILLON	

OTAGO PENINSULA COMMUNITY BOARD - (6 REQUIRED)

Natalie KARAITIANA	
Hoani LANGSBURY	
Bill ALLEN	<p>Q3 Goal should be amended to public transport being 'first choice'? Public transport should become 1st choice for commuters. Free parking areas should be created at main collection points with a frequent service between 7am & 8.30am to town and from 4pm to 6pm from town with a regular service between those times.</p> <p>Q4 Support increased funding? Bus fare must be left at a low level to encourage the public to use the service, as it is more economic, thereby reducing pollution.</p> <p>Q5 Support ideas for promoting public transport? Weekly tickets would be a good solution as people would then commit themselves to the service. Cycle racks should be mandatory on all buses.</p> <p>Q7 DCC should take over public transport? The DCC should be controlling Dunedin's Public Transport and planning for the future.</p>
Christine GAREY	
John BELLAMY	
Lox KELLAS	

SADDLE HILL COMMUNITY BOARD - (6 REQUIRED)

Keith McFADYEN	
Scott WEATHERALL	
Ernie BALL	
Pamela JEMMETT	
Jonathan USHER	
John MOYLE	

STRATH TAIRI COMMUNITY BOARD - (6 REQUIRED) – not contacted

WAIKOUAITI COAST COMMUNITY BOARD - (6 REQUIRED)

Murray HOLLAND	
Shirley McKEWEN	
Les PULLAR	<p>Q1 Role of local govt in reducing greenhouse gases? Like all responsible citizens local government must accept their share of the responsibility of reducing greenhouse gas emissions.</p> <p>Q2 Public transport goal being met? Yes</p> <p>Q3 Goal should be amended to public transport being 'first choice'? No I don't. To be the first choice commuters need to change their current habits ie use of a car because it is more convenient.</p> <p>Q4 Support increased funding? By more available does this mean more services? My view is that before services are increased there needs to be a greater show of need than there is at the moment. If the current services are not being utilised why is this? Are they at the wrong times? The comment made by the ORC seems pretty relevant-'use it or lose it'</p>

	<p>Q5 Support ideas for promoting public transport? The same type of comment as in 4 apply. Weekly passes and seasons tickets would raise a tick from me but would any of the other really increase the revenue? I certainly dont agree that employers should be involved.</p> <p>Q6 Support feasibility study into commuter train? Iam of the view that trains should be used much more extensively. For freight and passengers. Why stop at West Harbour-why not out to Palmerston and through to Mosgiel?</p> <p>Q7 DCC should take over public transport? No</p>
Alasdair MORRISON	
Mark BROWN	Rang and spoke about the importance of communities working together, appreciation of the bus service already have, the difficulties involved in changing a car-focussed culture (eg parents automatically picking up children from school , or taking to events) and didn't think the train would work due to demographics.
Nancy HIGGINS	<p>Q1 Role of local govt in reducing greenhouse gases? I think local, regional, and national governments should all have a role in reducing green house gas emissions. Local Government could also lead the way by making 'extreme efforts' to make their buildings and vehicles carbon friendly (e.g. hybrid vehicles, solar power on all public buildings)</p> <p>Q2 Public transport goal being met? No. There is no public transport in Warrington or Seacliff.</p> <p>Q3 Goal should be amended to public transport being 'first choice'? I think that public transport should be free to all, and should be available in all communities. I think that political will needs to be present and ORC policies need to be developed in order for this to occur . I'm not fussed about changing the wording of the goal. It's more the substance that counts.</p> <p>Q4 Support increased funding? Yes. I wholeheartedly support this.</p> <p>Q5 Support ideas for promoting public transport? YEs. I support all this but would prefer a free public transport system.</p>

	<p>Q6 Support feasibility study into commuter train? Yes. I think a regular commuter service throughout the city could be beneficial. DUnedin did it before and there is no reason why we can't do it again.</p> <p>Q7 DCC should take over public transport? I think that the private bus companies need to be returned/bought back by the Council so that the ratepayers can get a good deal. Buses are like roads, and shouldn't be privatised.</p>
Andy BARRATT	<p>Q1 Role of local govt in reducing greenhouse gases? I think that local government has to take a LEADING role in reducing greenhouse gas emissions and generally encouraging people to live more sustainably. Given that national governments are proving very slow in their efforts to achieve meaningful actions, local initiatives are all the more important.</p> <p>Q2 Public transport goal being met? No (except for safety).</p> <p>Q3 Goal should be amended to public transport being 'first choice'? Yes.</p> <p>Q4 Support increased funding? Yes.</p> <p>Q5 Support ideas for promoting public transport? Anything that is likely to be effective should be tried.</p> <p>Q6 Support feasibility study into commuter train? Yes. It should also (eventually, perhaps) be extended to Waikouaiti or Palmerston.</p> <p>Q7 DCC should take over public transport? Don't know. The main thing is that one body or other will have to take a bold decision to invest big money in a better public transport network. We are talking about a major paradigm shift here: the local body/bodies will have to accept that the cash will need to be injected up front to create the real incentive for people to make the move to public transport.</p>
Geraldine TAIT	As above under WAIKOUAITI COAST-CHALMERS WARD
Gerard COLLINGS	

Keith DUNCAN	<p>I believe local government should be doing as much as possible to reduce greenhouse gas emissions and any other form of pollution. This would mean a public transport system either free or so generously subsidised that people would think twice about NOT using it. Smaller and more frequently running buses would also help encourage use.</p> <p>I support any use of rail transport over road.</p> <p>On present form, I seriously doubt the DCC would do a better job of running the public transport system.</p>
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