

Wednesday, April 23, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0306

Contact details

Name:

William Wark

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

No

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

Do you agree that these focus areas capture Otago's public transport priorities?

Yes

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

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

Do you agree with ORC having a role in supporting community transport services?

Yes

Are there other initiatives or programmes that you think Council should be considering?

Yes

Tell us more:

I lived in a remote area of Otago, recently shifted to Dunedin. A ride sharing app would have been most useful, could ORC produce one?

Topic 3: Should we increase our passenger fares?

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

What do you think about this proposal?

Should Council increase the adult Bee Card fare?

No

Tell us more:

To meet your goal of increasing the use of public transport it needs to be cheap and take people where they need to go. The government demand that you meet more of the costs is political, you run the risk of reducing patronage, only to have the political demands change again.

Topic 4: Should we charge more for longer trips?

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

What do you think about this proposal?

Should Council charge more for longer trips?

Yes

Tell us more:

I lived in a remote part of Otago until recently. The cost for petrol alone of a round trip by car to the city was nearly \$50. Bus fare would have been highly competitive, if a service had existed.

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

Our proposal:

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

What do you think about this proposal?

Should Council retain free fares (100% discount) for children (5-12 years)?

Yes

Tell us more:

Council should make fares free for youth. A big issue with public transport usage is mindset. Capture the mindset while the minds are young and absorbent.

Should Council standardise our concession discount for youth (13-18 years) to 40% across both the Dunedin and Queenstown networks?

No

Tell us more:

Continuing from above, the years immediately after leaving school, (usually at 17 or 18) are an opportunity to reinforce a mindset towards public transport. Why not keep all fares free to the age of 20, or even 25?

Any other comments?

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

This comment is just about Dunedin.

I catch the bus from stops near my house whenever that is suitable.

However, aside from trips to the CBD, all my other journeys involve a long wait when I change buses, and/or a very long walk between stops or at destination. Spending an hour or more on travel that takes 10 minutes by car isn't much of an incentive.

The present routes seem to be good for peak time users, judging by patronage, but less so at other times.

I suggest research into car travel, find out where people go, tweak the routes to make multiple buses easier to use, then promote that.

Electrification, great.

The high stall torque of electric motors is well understood, and needs to be considered. When trolley buses were in use most bus stops had to be concreted as asphalt tore up under the high torque of those buses, even though their top speed was only about 50 kph.