

Friday, May 2, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0499

Contact details

Name:

Rachel Elder

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

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?

Tell us more:

It is great to see the increasing electrification of the bus fleet and the increased services provided to provide for demand in say Mosgiel. There is a constant need to understand travel desires and the need to adjust routes if need be - say in South Dunedin.

The provision of bike racks on buses is further enhancing peoples choices.

The opportunity exists to further enhance choice by investing alongside a comprehensive public transport system in a connected regional active transport network with both supporting travel mode choice.

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?

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

Yes

Tell us more:

Given the growing network of walking and cycling trails both locally and regionally there is the opportunity to enable people to use active transport alongside being able to assist cyclists and walkers to better access trails for commuting, recreation, fun and adventure by having bike racks available on vehicles.

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:

I think 25% is a big jump. Why not go for \$2.25 ? on a Bee card but if you are paying cash \$2.50 ?

I think making buses more attractive to use through good routing, reliability and frequency of services to increase the numbers using the buses is a better idea.

Enabling transport choices by having bike racks is a good move too.

I can see once the Tunnels Trails are built families wanting to put their bikes on the bus and bike back into town or visa versa.

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 agree that the fee should be higher but disproportionally so - maybe the \$2.50 for a Bee Card and \$3.00 if you are paying cash.

Again I think if you charge too much you disincentivize people from using the bus.

I also believe that developing the active transport system alongside of the passenger transport system and creating the possibility of multi mode choice with bike racks incentives cycling and walking across the region - with the real possibility of enabling not only commuting but also recreation and adventure as well.

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:

if we want to change a generation into using passenger transport as a means of commuting this is the way.

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

No

Tell us more:

Standardizing is often good because it creates consistency.

I am not sure what the fares should be set at - as again if we want to change a generation into using buses for commuting we do not want to set fares too high.

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.

In the Otago/Southland Regional Transport plan alongside passenger transport there is the Active Transport Plan. Both can decrease significantly the carbon emissions of transport and can play a complimentary role in a multi model transport place. One in which people can put a bike on a bus and travel to work or for recreation and adventure. Having bike racks is essential in enabling this to happen but so to is a region wide active transport network. This will enable, local, regional, domestic connections for commuting, and connecting to outstanding natural landscapes for wellbeing, adventures and fun. The opportunity exists to resource and cycling and walking strategy for a connected region and to support trusts who are looking to fill the gaps in this network with some sort of co-funding and so enabling an outstanding network of mulit-model choices for the region.