

Thursday, May 1, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID RPTP-0460

Contact details

Name: jo mcarthur

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

Tell us more:

BUT there is no public transport option in Wanaka Upper Clutha area.

This means high congestion from Hawea and Luggate and Albert Town, and travel delays (Hawea traffic at the Albert Town bridge) , significant carbon emissions from private transport (as there is no alternative transport), parking issues, cost, are all being ignored. This is unsustainable. Why can't the Wanaka area have the same option of a cost-effective low emissions convenient public transport system like all the ORC areas? We pay rates to support /subsidise these other urban areas to have public transport services. It is not equitable.. This is seriously socially and ethically 'unjust' and environmentally unsustainable. Especially with continual growth in the area.

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:

Not only a regular public bus connecting the Hawea, Luggate, Albert Town loops, but also a public bus option to Queenstown Airport. The current bus cost \$40 one way = \$80rtn.
The alternative is to drive over (more carbon emissions, cost and congestion) and pay for very expensive daily parking. Again this is inequitable when Qtwn residents can pay \$2 to catch a bus to the airport. We need to 'level the playing field', either though providing an airport bus from Wanaka vis Cromwell, or subsidising Wanaka residents for the current bus, or car parking subsidies. We all pay the same rates, but we do not have access to the same services.

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?

Yes

Tell us more:

That is affordable and will not be a deterrent to those already using the service.
If there was a service in our area, I'd consider that very affordable.

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:

Within reason. It should not be hugely more expensive, but should reflect the distance. But an upper limit needs to be surveyed.

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:

This saves parents from driving children and gets greater use of the service. Perhaps drop the age to 5-10yrs children and 10yrs-18 youth

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

Yes

Tell us more:

that is reasonable

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.

I reiterate that the subsidizing of public transport in Queenstown while there is NO public transport in the Wanaka area is extremely unfair and unjust. Particularly as The Upper Clutha/Wanaka area is severely disadvantaged.

This inequitable injustice must be remedied.

It takes time to change people's habits, but a regular affordable consistent bus service from Hawea, through Albert Town, and perhaps less regular to Luggate, would make a huge difference to families transporting kids to and from after school activities, sport, to friends, as well as commuting to work. The traffic, with all the new subdivisions in Hawea and Luggate, has become very busy, and the Albert Town Bridge is a bottleneck with huge lines. This and the added congestion of parking, carbon emissions, can all be mitigated with a public bus service. The fact that your hearing are not being held in Wanaka, would suggest that you are not considering this population as important enough to listen to.

Please take into account the rapid growth of the Wanaka area, and rather than wait until the problem is worse, be proactive, and consider the health of the environment and the well-being of the community. nga mihi