

Wednesday, March 26, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0063

Contact details

Name:

Jenny Duncan

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:

I think it's important to gain public trust with the schedule, many times I have waited for a bus and it hasn't arrived or has been slightly too early. I used to bus in Christchurch for years and had never encountered the issues I have in Dunedin. Digitising the bus timetables for real time tracking may be the only way to get assurance.

The other issue is the frequency . It would make more sense to find the most popular stops that have multiple buses ie number 8, 5 and 10 in suburbs such as NEV or south D because these stops are used frequently planners should use them as pin points to redo the schedule by spacing the timetable out evenly so the high use points are prioritised for maximum frequency/shorter wait times for many commuters.

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?

No

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:

Many people aren't travelling very far so an increase in fare may discourage commuters.

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:

Maybe. But I would focus more on getting more users than getting more money

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

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

No

Tell us more:

I don't see why that would be necessary

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.

Reliability and convenience is what is lacking in the Dunedin bus service. I also can't understand why a bus doesn't go down Cumberland street with a stop right outside uni.