

Saturday, April 12, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0227

Contact details

Name:

Marina Moss

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?

No

Tell us more:

BUT... re: 1. Passenger experience:

I have had the misfortune to make two journeys on bus 8801, a new electric bus. My journey experience made me very unwell on both occasions.

I catch the bus from Mosgiel to the Hub in Dunedin, off-peak. I use a walking-stick, am retired, live in social housing, don't own a car. I'm not at the start of the route. On the first trip, the VERY few seats in the lower part were full (need more seats there), and there were young, able-bodied folk sitting there. I was forced to struggle up the steep steps to reach an empty seat. *That hurt. *

In addition, whilst the bus seems to be quiet outside, there is a loud, persistent deep humming inside the bus, exacerbated by the screaming (aka 'warning sound') of the doors closing. *I left the bus with a severe headache too.*

On the second trip, the seat at the front of the bus was vacant when I got on, so I took it. There are a couple of steps, but I can manage those. There is a grab rail above it on which I cracked my head. The bus noise added to my resulting severe headache.

The design of these buses is NOT practical for older people (**Health and Safety**). There are many of us on the Mosgiel route! I will have to reduce trips to town as the pain is too much - a negative impact on my limited life. I'm not happy!!

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:

People who use buses, like myself, are often at the lower end of the economic scale. Many also prefer to help the environment by using public transport. Some of us, like me, have no choice.

Unless you are going to maintain the current fare system with discounts etc. price rises will disadvantage the already-disadvantaged.

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?

No

Tell us more:

See reply to last point, above.

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:

See reply to point 3, above.

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

Yes

Tell us more:

See reply to point 3 above: if you really need to change this, perhaps ensuring that school and tertiary students, and job-seekers in this age bracket retain a concession discount, but that anyone working for wages pays the regular fare?

Any other comments?