

Tuesday, April 15, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0241

Contact details

Name:

Patricia McLean

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:

Almost. They should also include affordability. It also depends on how the priorities are implemented e.g. safety and convenience. The ORC needs to work closely with DCC/NZTA to ensure that it is safe to cross roads where there are bus stops. There should also be real time signs at every bus stop to encourage use of the buses. There is a very long way from the bus hub to the first stop on Princes Street. This is a long way to walk, especially for people who are elderly or have mobility issues. The fact remains that motorists still have priority on Dunedin roads

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:

Putting more cars on the road isn't a great solution. Are there other solutions e.g. regular shuttles that people can flag down like they used to have in the villages in England that take people to the closest town?

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:

Ideally fares would remain the same because \$2 is very affordable for most people. However, if a fare rise to \$2.50 per ride means an improvement in services, this is acceptable. the ORC should take a strategic approach and work with central government to improve subsidies. I realize that the political climate is not conducive but the Council should still take a proactive approach with other local authorities to improve public transport across the country

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:

The flat fare in Dunedin should remain the same. It is a great incentive to use the bus. Also it is equitable for people who live further out and will encourage people to take the bus. If it ends up being an expensive option then people will choose to take their cars to work, shops etc. thus defeating the aim of reducing greenhouse gas emissions. It is also fair that a flat fare (whatever it is) applies to the whole region.

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?

Yes

Tell us more:

It would also be good to consider student passes. If the buses were cheaper for students, it might encourage them to live further away from the campuses and reduce the student ghetto in North Dunedin. North Dunedin was a great mixed community once upon a time where working people could live within walking distance to their jobs in town. This is not an ORC matter but it is a city planning issue. The increased concentration of student housing in one part of town has reduced people's ability to live close to their work.

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.

The main issue is that bus services are improved across the board. The bus service where I live is great and it really works. I hardly ever take my car into town now. However, I do not like the way the Bus Hub is set out and it's hard to work out where to catch connecting buses. It's not safe and easy to cross the road. It's hard to work out where to stand to catch connecting buses. There are not enough seats and there is nowhere warm to go when the weather is cold. We need a proper bus station like the one in Christchurch. The so-called hub is basically a road with a line of bus stops and it is not in a particularly convenient place.

The ORC and its partners need to take a holistic view of public transport rather than it being siloed into the regional authority function. they need to carefully consider public transport solutions with active transport and stop prioritising cars. It is crazy that cars drive through the Octagon and buses dont :-)