

Monday, April 7, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0198

Contact details

Name:

Victoria Manning

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:

Under Environmental Sustainability it is not clear what you mean by "integration with public transport design" means. However, I would urge ORC to work very closely with DCC to ensure integration with public realm design. This includes ensuring that there are safe road crossings at each bus stop (safety islands and zebra crossings), especially on faster roads such as Kaikorai Valley Rd.

There are references to "transport-disadvantaged people" but I can't see a definition. If you mean non-car owners (especially those who can't afford a car or those with a disability that prevent them driving), then I strongly suggest you change the wording because it contradicts the narrative of encouraging everyone to choose public transport over private vehicles. Some people don't own a car by choice! Imagine!

Reliability of service is fundamental to encouraging people to use the bus.

Having bike racks on buses is excellent, especially in hilly Dunedin, and provides the option of cycling in and bussing back. However, removing this provision, even temporarily, creates uncertainty and adds to the perception of unreliable services.

The App with live bus arrivals is essential and helps people plan their journeys so they can wait with confidence at the bus stop or leave later if the bus is running late. All buses should be fitted with a tracker.

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?

Yes

Tell us more:

Consider subsidies for those who may not be able to afford the increase in fare.

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:

People are more likely to drive in from further away if it becomes more expensive (and inconvenient) to get the bus. ORC should work very closely with DCC to restrict parking provision (to make it less convenient to drive) to encourage more people onto buses.

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

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 know that DCC and ORC work together on transport issues, but collective decision-making would help ensure that each council complements the other's strategies and policies. For example, there should be no road works (eg road re-surfacing) that do not improve safety and the public realm for pedestrians and cyclists (eg add in crossings or protected bike lanes). A joint set of aims would help this decision-making on how budgets are being spent. As someone from Europe, I'm staggered at the decision-making and waste of money I have witnessed since living in Dunedin. All decisions about roads and transport should have the aim of redressing the balance of space dedicated to cars and to pedestrians and cyclists.

<https://www.healthystreets.com/new-zealand>

Safety training for bus drivers is essential. In my experience, many Dunedin bus drivers do not give enough space when overtaking cyclists and think they have priority over other road users. I've also been on buses with dangerous drivers, hitting kerbs and speeding. It is really important that bus drivers understand that ensuring the safety and comfort of passengers and other roads users, especially vulnerable road users like cyclists, is the main part of their job. It is not enough to say that driver training (or anything else for that matter) is not part of ORC's remit. If it contributes to the success of more people choosing to leave their cars at home, then it's important. Collaborative working is key and agencies sticking to their lane is not helpful.