

Friday, May 2, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID RPTP-0496

Contact details

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Organisation (if applicable): Otago Central Rail Trail Trust

Do you wish to speak to your submission at a public hearing?

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?

Tell us more:

Use of credit card or bus card for tap payment, bus driver in shielded compartment. Introduction of more alternative powered buses. Need bike carrying capacity, agree with zone changes increase in fares and free for children for connectivity. Rural transport vans funded by communities and running costs with ORC would be excellent for towns like Omakau, safer transport for elderly sole drivers.

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?

Are there other initiatives or programmes that you think Council should be considering?

No

Tell us more:

Rural transport vans funded by communities and running costs with ORC would be excellent for towns like Omakau. This would provide a safe transport for elderly sole drivers, build further community connectivity for young and old with families. Transport to supermarkets, work, healthcare care, sporting or social events would be welcomed by small communities and would be better for the environment along with social wellbeing.

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?

Tell us more:

Not applicable

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:

That would be the expectation in receiving any service and is used in cities that I have visited overseas. The Zone Areas are the key to achieve the objective that you wish to achieve as you will already know.

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:

Develops a pattern to use provided transport and standardise district wide.

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

Yes

Tell us more:

We are all one region

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.

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The network needs to expand to include what are becoming satellite towns, i.e. Alexandra, Clyde and Cromwell for Queenstown. The volume of worker commuter traffic is staggering and chokes the transport system. Needs connectivity with what is available in Queenstown for work, shopping and the airport. Need bike carrying capacity.

We need more connectivity for cycling, Dunedin Tunnels Project is a no brainer for commuting and tourism, as is the connection from Middelmarsh to Dunedin where Dunedin misses out on 70% of cyclists who return to Queenstown.