

Wednesday, April 30, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0404

Contact details

Name:

Barbara Blatt

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 agree that taking public transport should be affordable, accessible, and safe for everyone. I also need to be able to take bikes on buses, and frequent services would be the easiest to take.

A public transport connection to Wanaka is an equity issue. Many people who live in Wanaka can't afford to be driving everywhere all the time, but that's currently the only option. I've had to drive to Queenstown for a medical appointment lately and I would rather have taken a bus than pay for the petrol and drive by myself.

Environmental Sustainability: I am grateful that you are working towards electrifying your bus fleet, and would love to see this happen as soon as possible. I also believe that the ORC should be advocating for higher density development which will make public transport more efficient. Buses and Urban sprawl don't work well together.

Integrated network - this mentions improving regional connectivity - we can't connect our region without a public transport connection between Wanaka and Queenstown. This is essential! A bus between Wanaka and Hawea and Wanaka and Luggate would also be essential.

Value for money - taking the bus must clearly be the more affordable option. If it costs more than driving then people will drive instead.

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:

A good and affordable public transport connection between Wanaka and Queenstown is urgently needed. I live in Wanaka and often need to get to Queenstown for healthcare and work and would prefer not having to use my family's only car for this - it is a total waste of petrol! I have lived in Switzerland for many years and have always used and enjoyed public transport (trains, coaches and busses) there. I would always prefer public transport to my car if I had a choice. I am an ORC rate payer and am happy for my rates to be used for this.

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:

If we want to encourage public transport use, we need to make it cheap and convenient.

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:

Typically people living the furthest from the city centre have lower incomes than those living the closest. This means that passengers likely on lower incomes, taking the bus from further away would have to pay more. I would suggest a simple two tier system with all bus fares within the same urban area costing the same, with trips from satellite cities/towns such as proposed buses to/from Oamaru to Dunedin, Cromwell to Queenstown, or hopefully Wanaka to Queenstown costing more.

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:

If families begin having to pay for all members to take the bus they are more likely to drive, causing increased climate pollution and congestion. If children are able to start taking public transport at a young age they are more likely to continue to take public transport later in life as they'll learn that it is a safe, efficient, and cost-effective way to travel.

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

Yes

Tell us more:

Evidence shows that the simpler the concession process and pricing is, the less administrative costs there are, and overall the network operates at a lower budget.

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.

There absolutely needs to be an affordable and convenient bus between Wanaka and Queenstown! This is super important to me. I have to drive (alone) in my car to go to work meetings or medical appointments, which is a waste of petrol. This bus service would be beneficial for everyone, including tourists / visitors, people just wanting to go to queenstown for some shopping or a cultural event, etc.

You survey below asks how often I take public transport. I have to answer NEVER because there is NO OPTION for me to do so. If there were, I'd use it on a regular basis.