

Thursday, March 27, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0080

Contact details

Name:

Cherie Brown

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

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:

Otago Regional Council should only be involved in regional transport provision outside and between cities and larger towns. The DCC should control city and suburban bus services.

The fact that there is no city bus service to the airport is a total embarrassment. The public deserves a cheaper publicly provided option to get to and from the airport.

A train, at least to Allenton, with a bus service (or mini bus) to the airport should be the minimum, and should operate at least hourly.

It is unfair that travellers have to pay exorbitant fares to use a monopolising airport shuttle service. From the Peninsula to the airport, for example, is over \$70, which for a pensioner, is far too high.

Similarly, the existing shuttle service doesn't provide late pickups. We need a cheap, reliable and frequent public transport option!

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

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:

Only for trips that go right outside the city (for example, to Brighton, Karitane). Not for local suburban areas, including the Peninsula, Mosgiel.

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:

Don't know.

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.

More frequent, and possibly smaller buses, to the Peninsula for off peak times. Visitors to Dunedin are often surprised they can't take public transport to Taiaroa Head, and that even if they want to go to Portobello, they have to wait a whole hour for a bus back.