

Monday, April 21, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0290

Contact details

Name:

Elizabeth Angelo-Roxborough

Organisation (if applicable):

Bus Users

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:

As long as you listen to BUS USERS - and not see feedback and submissions as criticism. You are there to transport people. Not to spend time defending decisions and talking things up.

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:

1. Evaluate TIMARU system for smaller centres
2. We must be one of the few tourist cities, with a university, that does not have a public bus to the airport. Just add it to the Mosgiel route.
3. RE FINANCES Two ideas to recoup funds.
 - a) I would suggest that both DCC AND DCC discuss the use of ratepayer money for international commercial events at the STADIUM. Let those who are profiting from the event add it to their ticket costs, then reimburse it to local ratepayer provided transport. (public buses)
 - b) Non-ratepayers should not have reduced fares on the public buses. The mass tourism passengers should pay the ACTUAL costs of transportation from Port to Octagon.

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:

It is still reasonable, considering what one can buy to eat for that price. Aim to make public transport cheaper than running a car.

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

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.

See attached submission.

To: [REDACTED]

Ideas for Improved Bus Service April 2025 from [REDACTED]

1. Restore a City Rise bus service.

- a) A simple and cost-free solution is to detour **the 63 bus ACROSS the hill** (instead of time-doubling up 61 & 63 down High St)).
It creates a route from the **Southern motorway** to the **Stadium**.
- b) Goes **Hill-top**, mid-hill, to **Sea -level**, across City Rise hill. Passing dense residential, Arthur St, Otago Boys High School + four others, Moana pool, Stuart/George St, Bus Hub, Hospital, University, Polytech, **Stadium**.

2. Ensure buses never arrive early

- a) Passengers can tolerate a late bus.(If they have shelter).
- b) There is **no excuse** for buses arriving and departing **earlier** than the scheduled time. (especially if no shelter)
- c) Some drivers, even with an empty bus, drive past early, **BEFORE the scheduled time-** leaving passengers stranded.
- d) **Weekend** and holiday services are **worse** & mean a one hour wait. Even 30 minute waits can cause inconvenience for lectures and appointments.

3. Thanks to drivers who help passengers.

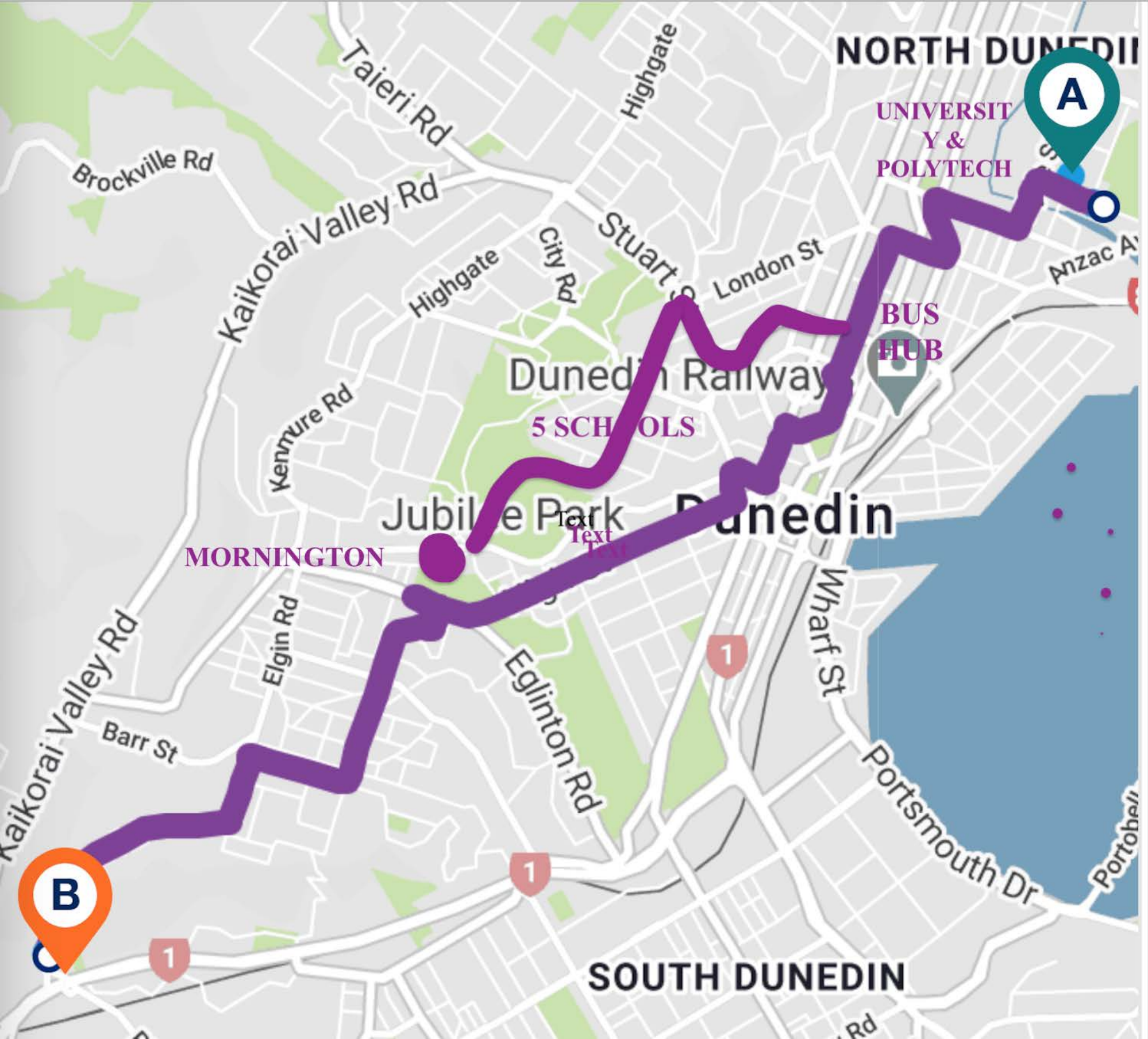
- a) **Training new drivers** should include PR exercises. They are the face of the Bus Service, the City and New Zealand.
- b) Practical help is **parking close to kerbs** and lowering buses for those with disabilities and walking aids.
- b) Passengers in NZ always thank drivers and long may it be deserved and reciprocated.

4. Thanks for Additional Stops at George St level

- a) The additional bus stop at York/Filleul St is much used. For 4 bus routes it allows closer and **flatter access to** George St shops, DCC & Library & Cinemas.
- b) For the same reason, Bus Users are asking for **an additional stop @ Moray Place/Princess St**, for buses that take the Octagon South route.

5. Keep children's fares low

- a) It is noticeable with **reduce fares** for children, that **more families use the bus**, instead of taking car to the CBD. (Also limited and costly parking.)
- b) Keeping children's fares low gets them into the bus using habit in addition to their education on **reducing the carbon footprint**.
- c) Students from Asian and European cities grow up using **public transport** and **we should encourage that**.



NORTH DUNEDIN

A

UNIVERSITY & POLYTECH

BUS HUB

Dunedin Railway

5 SCHOOLS

Jubilee Park

Dunedin

MORNINGTON

Text
Text
Text

Wharf St

Portsmouth Dr

Portobello Rd

SOUTH DUNEDIN

B