

Monday, April 14, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0234

Contact details

Name:

Alexander Crawford

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:

Value and connectedness are key values. Sustainability will come as more people use public transport as opposed to driving, and people will only switch mode once public transport provides a high-value, competitive network.

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:

I think community transport is a high-value way of serving small communities, especially if able to leverage volunteer support and local ideas. Shared shuttle buses have been used to good effect in several regional areas in Australia and even in suburbs like Sydney.

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:

Yes, provided a more reasonable zoning charge based on length. Low fees are virtuous but public transport must be able to sustain itself.

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:

Distance-based charges are not only fair, but very amenable to users. Someone who catches a bus for 30 minutes will be prepared to pay more than someone who catches one for 10, especially if the bus is high value compared to driving.

Having a maximum daily cap is a nice way to give people value as well.

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.

While this may be outside the scope of the public transport plan, pedestrianising Queenstown town centre and improving the Stanley street bus infrastructure will make bus a very convenient way to access the core of Queenstown.

The council should also look to leverage rail infrastructure, especially within Dunedin, and consider if any low-cost corridors could be created for regular public transit and commuting.

As a tourist, I have enjoyed using the Otago regions public transport as opposed to renting a car, and I think that the proposed changes would make this experience even better.