

Friday, May 2, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0494

Contact details

Name:

Sarah Burdon

Organisation (if applicable):

Hawea Community Association

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?

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?

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?

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?

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?

Any other comments?

Dear Otago Regional Council Team

On behalf of the Hawea Community Association (HCA), I would like to acknowledge the opportunity to provide feedback on the Draft Otago Regional Public Transport Plan (RPTP).

Lake Hāwea is a growing rural community with evolving needs—particularly as a result of the Longview Development, a Special Housing Area (SHA) that will bring 400 new residential units to the township. This development is focused on providing affordable housing, meaning many new residents will likely have limited access to private transport. With few local services available, regular travel to Wānaka is essential for work, healthcare, schooling, and other daily needs.

We are concerned by the plan's approach to rural transport, which appears to rely heavily on volunteer-run models. While well-intentioned, this is not a sustainable or equitable solution. Reliable public transport should be delivered by paid personnel to ensure consistency, safety, and proper service standards—especially for vulnerable or low-income residents.

Unfortunately, the HCA is currently under-resourced and unable to engage with the plan at the level we would like. While we support the intention of the RPTP and recognise its importance, we simply do not have the capacity at this time to provide a full submission or detailed analysis.

That said, we urge the Council to prioritise Lake Hāwea in future transport planning and to consider the long-term need for formal, funded public transport options that will support a growing and diverse population.

We hope this input is still useful as part of your engagement process and would welcome further dialogue with the appropriate support and notice.

Kind regards

A solid black rectangular box used to redact the signature of the Chairperson.

On behalf of the Hawea Community Association Chairperson