

Thursday, May 1, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID RPTP-0432

Contact details

Name: Jo Millar

Organisation (if applicable): Grey Power Otago

Do you wish to speak to your submission at a public hearing?

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?

Tell us more:

I agree with the focus but the reality is very sadly lacking. The safety of passengers boarding and disembarking needs a lot more care and attention.

It is also not acceptable for me as a passenger using bus transport for a specific time or reason to have to wait for drivers to get their morning tea or lunch from bakeries along the route. Especially when involved a 7 minute wait.

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?

Tell us more:

It would be great to know people who are in smaller towns or rural areas had the same ability to be able to get out and about independent of friends, family or taxis.

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:

I believe your services should reflect passengers requirements before looking at increasing fares. We are now in 2025 and still no public transport on Good Friday, Easter Sunday or Christmas Day. There are very good reasons why people need transport on these days but are not able to afford a taxi rate especially at holiday rates.

Evening services need to be reviewed also as currently you cannot get a bus home on certain days if you are later than 7pm which disadvantages people visiting hospitals or going to shows or the pictures.

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:

Again I repeat the current services do not require a higher fare. The driver gets paid whether he/she takes passengers or an empty bus from the start of the journey to the last stop

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:

This helps keep the cost of family travel down to an acceptable level and also encourages families to use public transport.

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

Yes

Tell us more:

I have said yes to this on the proviso that travel around Dunedin and Queenstown are relatively the same

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.

It would be appreciated if you could look at some of the current bus routes. I would like to especially refer to the St Kilda route which includes the turns into and out of Hillside Road, the journey through Crawford Street with two stops at Big Save and the Leviathan before the Hub. None of them are conducive to especially disabled or older people getting into Princes and I imagine families also find it difficult. It means going into the hub and catching a bus to Princes Street where Citizens Advice Bureau, Community Law Office and WINZ are all located. This is designed as a public service not one primarily focussed on getting passengers from A to B as quickly as possible.