

Tuesday, March 25, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0056

Contact details

Name:

Hayleigh Plumb

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:

Logical timetabling should also be included.

Why would you run the 5 from QT to Lake Hayes and the 3 from Kelvin Heights to Quail Heights at the same time? It benefits noone in the Frankton area as if you miss one, you're more than likely missing the other. A 15 minute gap would work better.

Additional services for the 2 and 4 during peak morning and evening times would reduce the tension of catching hourly buses. This is especially pertinent for the 4 during school hours- the 8am service from Jack's point through Hanleys is pushing maximum capacity given the huge numbers of children in these growing areas.

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

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:

Bus rates are not capped, nor are there return tickets or day fares, meaning a full day out could cost \$4-10 a day depending on your route, timings and activities. Additionally, the painful slow transition to the 21st century by allowing paywave payments forces people to use cash instead of fixed point top up stations. This becomes increasingly expensive for those without a car or other means of transport. Increasing this without improving service reliability and accessibility is a poor show.

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:

The distances travelled aren't long enough to warrant that. When you start travelling beyond-Kingston, Alexandre, Gibbston, maybe.

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

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.

The 4 is a half-effort service. Why stop at the bus hub for 15 minutes between arrival at 10 past the hour and departure at 25 past? This bus could be used as a route along Hawthorne Drive to Glenda drive and the industrial estate which is sorely and desperately needed for the workers who struggle for parking in the area. It would help alleviate the heavily parked Shearers drive.

There is a redundant bus stop by the car wash that could be used to help people get to Glenda Drive and a stop along this loop would help the numbers of locals and tourists who use the useful services- from tyre replacements at Frankton Tyre Services to picking up car and e bike rentals to explore the area. There isn't a continuous safe footpath for pedestrians to use the whole way down. Additionally, a service that runs from GD around to remarkable park also helps those who can't walk the 35 minutes around the back of the airport.