

Thursday, April 17, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0258

Contact details

Name:

pam mckinlay

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:

Electric buses are fantastic, I have just returned from Wellington where every bus I rode on was electric. Carrying bikes on buses is a must for combo cycle-bus transport. Also allowing micro, transport options on buses such as scooters. My major bug bear with bus transport at the moment is waiting in the rain. We need more COVERED shelters, for bus stops going into CBD AND for bus stops heading OUT OF CBD. Real time tracking app is good, but sometimes when buses are cancelled you get stuck in the cold, rain, wind with no shelter.

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:

Something like MyRide in Timaru. Smaller buses on call from near home to near destination.

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:

This NATACTNZ1 government is investing billions of dollars in roads and increasing speed limits which will be to the health, wealth and environment detriment of those that don't or can't travel by private or active transport. This will create extra congestion and they are paying for these transport corridors by attacking public transport.

There is an blinding equity issue here in terms of community mobility for all.

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:

Charging more for longer trips will only encourage people to drive to town, park up all day on DCC realestate and create congestion in town. Also there should be a ban on SUVs in "car" parks. They aren't cars, they are trucks and shouldn't park in CBD and car buildings (not your remit I know, but just saying). They are space hogs on the road and when stationary.

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:

YES. Kids can't drive and need to be able to get from point A to B SAFELY.
This will also detrimentally affect school attendance if we charge for children to ride the buses.

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

No

Tell us more:

Cheaper fares mean more patronage.

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.

Gold card for the oldies in off peak is great for pensioner mobility and getting them to appointments when there is no private transport option.