

Friday, May 2, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0487

Contact details

Name:

Jasmine Grey

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:

Improving reliability & frequency of bus services seems most key in encouraging people to use them. I frequently can walk to where I want to go faster than it would take to catch the bus with them coming every hour/half hour near where I live, so will opt for this most of the time, even though I would rather take the bus. Lots of people I know don't ride the buses because they feel they aren't reliable enough/come frequently enough to use them. Good to see this listed as a focus area.

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

Tell us more:

I am all for initiatives that help people get out of private cars and into other transport services. I don't know much about different transport options for smaller communities but including them in services seems important to get more buy-in on the importance of public transport in these areas.

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:

People are struggling and \$4 round trip can add up quickly as it is. Many people who rely on public transit are already struggling. Increasing it to \$5 round trip, 25% increase will add further strain. In an ideal world, public transit would be free, but in the world we're in I think we should be doing everything possible to not increase bus fares.

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:

I think this will just encourage people taking longer trips to use their cars instead to get to and from town, ie from Palmerston, Mosgiel. This is an outcome that isn't good for the community as it increases fuel burned and congestion on the roads, which are other issues this plan is aiming to address.

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:

Any initiative that helps families use the buses and take strain off of their finances is good and it would be extremely disappointing to see this go.

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

Yes

Tell us more:

Seems fine to make it less complicated between different networks.

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.

I ride the busses a lot and also advocate for others to ride them. From my experience, the things that matter the most to people are frequency and reliability. I've always felt that if these things get improved, use of the buses will go up significantly.

For example, when I visit my friend who lives near a bus stop in Wellington, that bus comes every 10 minutes. Meaning, she never really has to plan her whole day around the bus. She can just leave when she's ready, and expect that a bus will turn up soon. In Dunedin, if I want to take the bus to leave, I often just miss the bus and need to wait for at least half an hour for the next one to come. It's a pain, and results in me either walking or driving much more than I would like.

Also, for NEV/Opoho, the buses to the gardens area all leave within 15 minutes of each other. It would be great for the buses that pass through to be distributed more regularly throughout the hour so we don't get stuck always waiting for 20-30 minutes to catch a bus.