

Tuesday, March 25, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0053

Contact details

Name:

Hanna Lynch

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:

Building trust is huge at the moment, I struggled with the bus living in 5Mile with the inconsistency, missed buses, and lack of buses past the transit hub.

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?

No

Tell us more:

Connecting more small towns with bus systems would be huge in being able to get around NZ without pressure of finding a car, paying for gas and would reduce the amount of people on the roads.

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:

When consistently riding the bus or having to take multiple rides a day the price adds up a lot over the month. I would only support a price increase if there was a locals monthly rate available to make it more affordable for daily bus users.

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:

Only if the buses are more frequent. People who live in Shotover, or 5mile shouldn't be further penalized for living further outside of town compared to those who live within the route of the #1. The #1 is frequent and consistent while the #5, 3, 2 etc. aren't as frequent and less reliable. Charging more wouldn't be fair for those riders.

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:

Kids are expensive.

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

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 lack of information and updated regarding the "temporary" removal of bike racks is appalling. As a Queenstown local who lives in Frankton by 5Mile, the ability to bring both my road bike and my mountain bike on the bus was super helpful as I was able to bike to town and get a ride home after work, or go for a drink after biking.

Since the bike racks being taken off, I would get stranded with my bike in town or have to bike in the dark along the Frankton track. I had to buy a car to be able to get home safely as I couldn't bring my bike and nothing was done to improve the situation for transit riders.