

Friday, May 2, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0505

Contact details

Name:

Stephanie Evans

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

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:

At the high level I'm not convinced that public transport should be governed solely by a regional council. But (to the limited extent of my knowledge) I think what ORC is doing in community transport is great. I think this service has an important place for elderly and disabled users.

My comment is more about other types of transport. As a regular user of the excellent Intercity coach connection between Dunedin and Central Otago, I'd encourage ORC to work with Intercity or other providers to continue to review the needs of passengers and potential passengers travelling between regional centres, with a focus on locals. I think there's room for development in this space, especially to keep pace with the fast-growing populations of CODC and QLDC.

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?

Yes

Tell us more:

I support an increase if this is the only way to retain a universal flat fare.

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've ticked 'no' here simply because I think the answer is more complex. Before simply increasing fares for longer trips, you should consider the socioeconomic status of the further-away areas, and the reasons for people needing to live in those places and needing to travel from those places. What would the practical long-term implications be? Are there other ways to reduce cost?

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:

Absolutely. Make it as easy as possible for parents to get around with children, and for their children to become lifelong public transport users.

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 don't have a strong view on this.

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.

Under Topic 1:

- the realtime info screens going up around the place are awesome! thank you.
- this is a small operational niggle, but it would be great to have better signage on buses to help people manoeuvre the flippy-downy seats near the front that have a wee latch! Also the other flip seats are reeeeeeally sticky to move if you are carrying a couple of bags.

Under Topic 2, Please consider the way that city bus routes interface with local amenities and suburban community hubs.

For example,

- I strongly believe the Ridge Runner bus route should make a short detour to Moana Pool.
- Suburban 'hub' bus stops such as Gardens Corner Northbound should have priority of placement in the most convenient and accessible location for bus users, rather than a further-away location that suits the preference of carpark-focused business owners.