

Thursday, May 1, 2025

# Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0433

## Contact details

Name:

Paul Pope

Organisation (if applicable):

Otago Peninsula Community Board

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?

## 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?**

## 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?**

## 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?

## 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?

## Any other comments?

# **Submission to the Regional Public Transport Plan 2025-2035**

## **Otago Peninsula Community Board**

### **Executive Summary of Submission**

1. Afternoon bus services are oversubscribed and overcrowded with commuters returning from school and work. This creates significant stress on commuters trying to get home from the city. The Board submits that an additional service from 2.45-3.30 would alleviate this issue.
2. Provisions for carrying cycles on buses to and from the Otago Peninsula is critical to integrate the Peninsula Connection developed by the Dunedin City Council and the public transport system. While the Board understands that this issue has been partially resolved, the Board seeks further action on this matter to ensure integrated commuting in our area.
3. The service should be extended beyond Ōtākou/Harington Point to the Albatross Colony to alleviate issues around turning buses illegally in Harington Point Road and to extend the service to locals and visitors coming to this area.

### **Afternoon Bus Services**

Some years back the community rallied over the public transport services provided by the Council. That led to changes in the routes and timing of services that better met the needs of our commuters.

Since that time our service has been pushed to its limits and many children and parents in our community, face the daily challenge of securing a place on the public transport service from the city to the Otago Peninsula. The bus, especially during school hours, is often full, leaving many young people stranded at stops and unable to reach their destinations. It has resulted in stress and frustration for the community as they scramble to manage their schedules around an over-subscribed transport system.

This issue is not merely about the inconvenience of travelling. It is ultimately about the accessibility of education, employment, and important services. Without reliable public transport, we risk leaving our young people behind.

We appeal to the Council to acknowledge our predicament and thereby increase the frequency of bus services to the Otago Peninsula during peak hours to meet the demand. Increased services would help alleviate the pressure on existing transport facilities and provide much-needed access to vital services for our community.

This petition has 588 signatures from our community with a population of 4500 people. It represents a significant portion of the Peninsula who see this issue on a daily basis. I hope that the Otago Regional Council will accept this petition in the spirit that it is provided to

you, not as a criticism, but of a growing need for the benefit of the community and public transport system as a whole.

### **Carrying of Cycles on Buses**

The Dunedin City Council and NZTA have made a significant investment in the Portobello and Harington Point Roads to provide safe road, pedestrian and cycling access available to the resident community and wider city/visitor community. The advent of electric bicycles has added a new dimension to the ability of people to efficiently travel to and from the city. The ability of cyclists to integrate both cycling and public transport use makes this an attractive option for many people on the Otago Peninsula and further afield. The Board submits that more work on this integration needs to continue so as to realise greater opportunities.

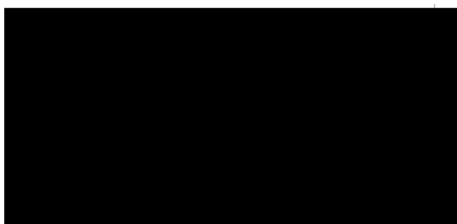
### **Extension of the Bus Service to Pukekura/Taiaroa Head**

Presently, the bus service ends at Ōtākou/Harington Point leaving commuters no other option but to walk to the Albatross Colony or other attractions and services in the area. Public transport has been over-subscribed in the cruise ship tourism sector from Port Chalmers to Dunedin and return. Modern cities worldwide operate public transport to allow visitors to travel efficiently to public attractions and businesses, but on the Otago Peninsula that is simply not catered for. With an estimated 320,000 visitors to this part of our region and the generation of \$200 Million in ecotourism revenue the failure not to supply public transport is a significant impediment to business. By delivering visitors on public transport and extending the route to Pukekura the Council:

- Reduce vehicle congestion on Peninsula roads
- Reduce carbon emissions from vehicles
- Provide alternatives for travel and integration into cycling
- Remove the dangerous bus turnaround in the Ōtākou/Harington Point community

The Board submit that the Otago Regional Council should trial an extended service to and from Pukekura in the months 1<sup>st</sup> Oct-30<sup>th</sup> April for two years to look at the patronage and whether such an extension is viable.

Thank you for the opportunity to submit to the Plan. Below are the names of parents and residents supporting the extension of afternoon services



Otago Peninsula Community Board

**Request by Peninsula residents to increase the level of afternoon services to the Otago Peninsula**

[illegible]

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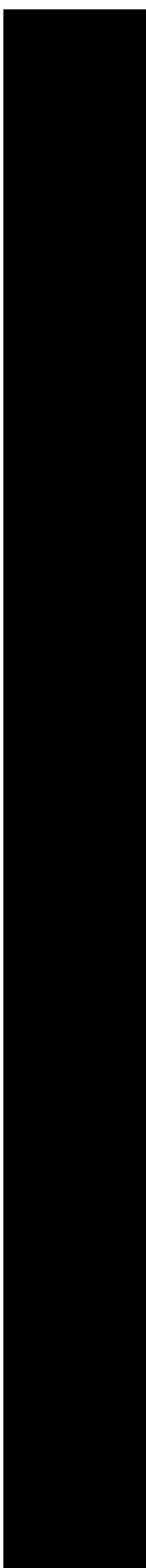
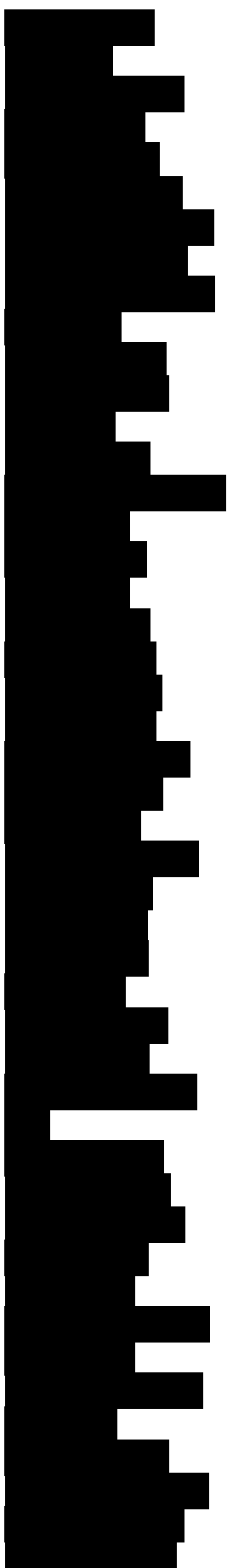
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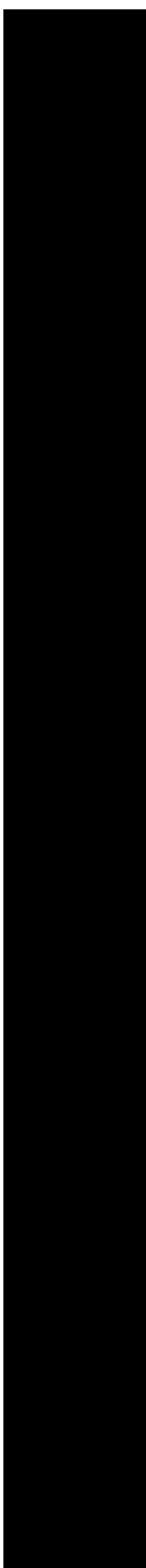
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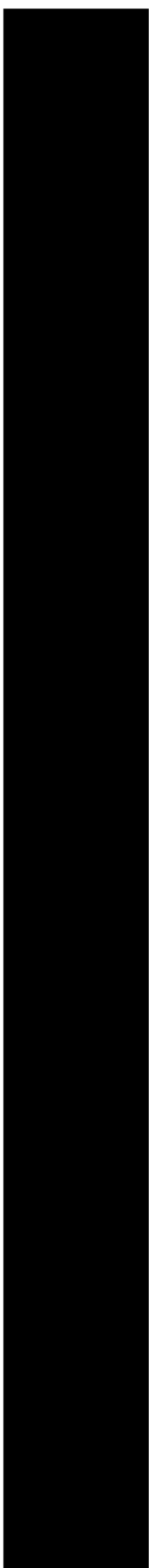
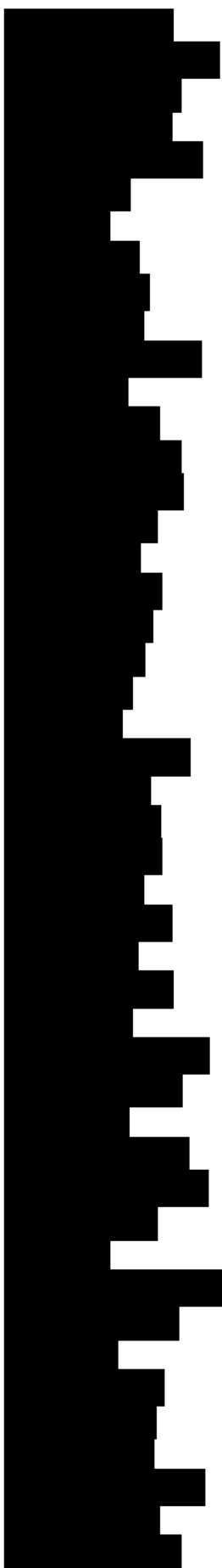


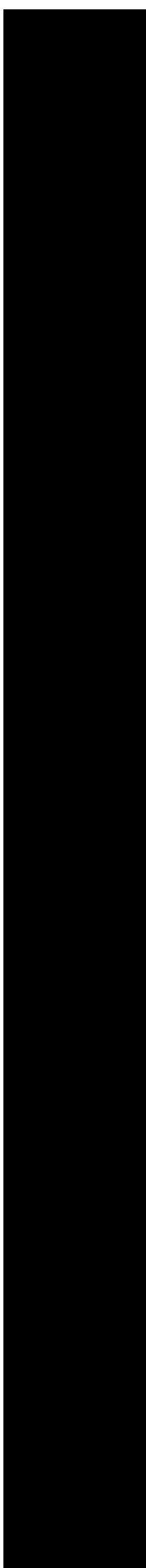
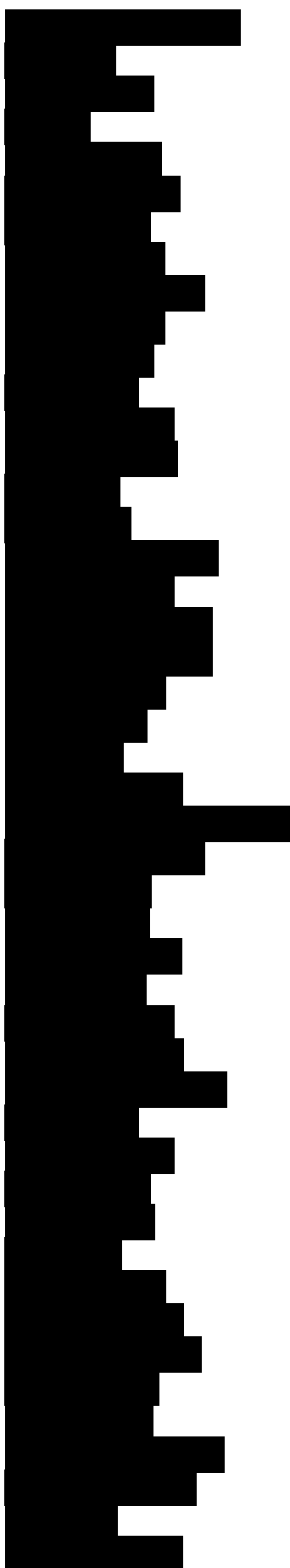


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Yours Faithfully

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