

Thursday, April 24, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0321

Contact details

Name:

Mark Hughes

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:

In relation to priority objectives 1 & 2: To improve the experience of older people & disabled - who wish to visit the Hocken Library - currently they have to walk quite some distance from the nearest bus stops - either the one in Union St. adjacent to the Robertson Library, or alternatively the one in Albany St. adjacent to the ISB / Clubs & Societies. Can a serious investigation please be made into creating a set of bus stops adjacent to the intersection of Albany St. / Forth St. This would also benefit people wishing to visit the nearby Emerson's Brewery. There are also the 450 students who now reside in Te Rangihiroa, some of whom would appreciate a much handier bus stop. Creating this set of stops - may even encourage some of the students to use the bus services. The current situation is frustrating, when travelling from the bus hub - if one stays on the bus, and alights at the Robertson Library mini bus hub - one then walks back along one whole city block that one has just ridden over, on the bus one has just alighted. Not a great passenger experience on a wet and windy Dunedin day! The reverse is true too, when one walks from the Hocken - to the Robertson Library mini bus hub - you climb onto a bus - that then drives along one block of Forth St. - that you've just walked along, and then it turns into Albany St. and on up to Clubs & Societies.

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:

Along the Otago Harbour, and then around the coast of North Dunedin - all the small settlements are adjacent to the Main Trunk Railway line. Ironically, to this day, it actually connects them all, directly, unlike the road network. Until the early 1970s there was actually a commuter train, and railcars, serving these settlements. It would be so wise to return to this mode of transport between Dunedin & Palmerston. KiwiRail do not see passenger transport as their key role. Even so, even with freight as their key business - north of Sawyers Bay, their railway line sits idle for much of the day, as the freight trains tend to be run during the night hours. Therefore, commuter trains, really should not be too much of a hindrance to their operation.

There really should be a regular rail commuter service offered between Milton & Dunedin. So much suburban development has taken place over the last 40 years, since the Mosgiel commuter train was axed. Any new service needs to run at times that meet with the expected passenger experience. NZR for example, killed off the Mosgiel train, by timetabling it to depart Dunedin at 5.00pm - the very time most people literally just finished work! Where there is a will, there is a way - to enhance a service, or drive it into the ground...

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 am a very regular bus passenger, and while I have appreciated the Bee card \$2.00 fare, it has been the same for a very long time. During the Covid era, it was 50% cheaper, and even free at one stage. I recall it used to cost me \$2.60 a ride, about 6 years ago. With the increase in fuel, wages, and also upgrading the actual bus fleet, I think we as passengers really are overdue for an increase in the base fare from \$2 to \$2.50.

I currently so enjoy telling my colleagues who use their cars that I only spend \$20,00 a week getting to and from work! I do not have to pay for a parking space, etc. etc.

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 believe that keeping a uniform low fare, should be aggressively marketed to encourage more people to get out of their cars, and take the bus. Zones penalise people who live further out. Some people chose to live further out as the rent or mortgage may not be as expensive as closer to town. Due to their income, they very likely cannot afford higher bus fares - if zones are reintroduced.

Park & ride should definitely be aggressively promoted too, and facilities developed at key locations.

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:

I totally endorse your statement: Retaining free fares for children and discounted fares for youth helps keep public transport affordable for families. It may also encourage our younger people to ride the bus more in the future.

We should offer the same discount fare to teenagers across our region.

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

Yes

Tell us more:

While yes, Queenstown is a tourist destination, there are local families living there, who should not be penalised by this very fact! We may well subsidise tourist teenagers - if they have a card - but again, doing so, does encourage them to think of using public transport into their young adult years too.

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 provision of bus shelters - particularly on the inward bound route. Locally, the no. 8 route was sensibly rerouted along Macandrew Road about 6 years ago. The irony is, that a perfectly good modular wooden bus shelter, remains on Forbury Road, unused. The no.8 bus from St. Clair turns into Macandrew Road, just before it. The next stop at 272 Macandrew Road offers no protection from the elements. There is a very wide footpath, and it would be so appreciated if that redundant modular wooden bus shelter was uplifted and reinstated at the bus stop at 272 Macandrew Road. I remember that modular wooden bus shelter when it was originally installed, about 2010.

Today I walked by the other redundant concrete block bus shelter, adjacent to St. Bernadette's School - near Forbury Corner. There is still a redundant no.8 bus route timetable on the power pole! When routes are changed - who take responsibility for removing such timetable information? Is it ORC, DCC, or vandals? All three have overlooked this one for 6 years!