

Friday, May 2, 2025

# Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0511

## Contact details

Name:

Barbara Anderson

Do you wish to speak to your submission at a public hearing?

Yes

## 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:

Honestly Most of the above should be absolutely baseline expected of a public transport system in a modern democracy. It seems quite odd that most of these "focus Areas" are even a question.

## 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:**

Absolutely this is a great idea and ORC could easily help with volunteers attaining the required Police checks, upskilling and licenses in order to assure that these programs are safely delivered where needed.

Commuter trains - especially between areas within Otago that already have track available. e.g. Regular travel between Oamaru and Dunedin (at least two return trips a day so folk can easily access the hospital and other services).

### 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 have ticked YES BUT I could as easily have ticked NO. the BEE cards should be used more effectively to ensure that OTAGO residents have cheap, reliable public transport.

For instance I would vote for all Dunedin residents being given BEE Cards over the winter and then in October all new BEE cards require a \$20 deposit to register unless you have a Dunedin addressed utility Bill.

\$0.50 cents doesn't seem like much but it adds up over a year if you are a regular user and we want to encourage regular, commuter use.

To drive on Swiss highways you need a TAX sticker. The Tax sticker lasts a year and costs the same if you drive through Switzerland once or if you drive on the highway every day for the following 365 days.

### 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:**

NO.  
its the slippery end of the wedge.

### 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:**

Yes - although I think we should have School buses for school aged children.

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

Yes

**Tell us more:**

Most youth fares are coming from family funds.

## 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 ORC need to apply pressure through the Board of Directors for Port Otago Ltd to ensure that everything is being done by the CEO of Port Otago to reduce the pressure on the local buses during the Cruise ship season.

For instance Cruise ships where the shuttle fares are included in the cruise ticket price put much less stress on the local bus systems and offer a better experience for the visitors.

Cruise ships that are met with a passenger Train offer the visitors a much better experience and put much less stress on the local bus systems and community.

There needs to be a regular passenger train from Port Chalmers to Dunedin, and from Dunedin to Mosgiel.

The ORC needs to leverage all possible avenues to increase passenger trains and their use for normal day to day commuting.

As an aside, having break stops where there is a shop/bussiness should be a difault position, for instance it makes no sense that the number 14 bus doesn't break by the four square.

The number 14 turning outside the Careys bay hotel is often dangerous and obscures the entire road for multiple "three point turns".

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