

Thursday, April 17, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0262

Contact details

Name:

Murray Keast

Organisation (if applicable):

Clutha District Council

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:

This submission is made on behalf of the Clutha District Council.

ORC is encouraged to support inter-regional transport services as a high priority and commence services as soon as possible, and to work with CDC in the promotion of community transport services within Balclutha specifically.

A driver for the inter-regional transport services is the high number of commuters travelling between Dunedin, Milton, Balclutha and Gore. A regular service in either direction and at convenient times would enhance people's access to work, education, recreation and consumer facilities.

For example, CDC supports a van travelling from Dunedin to Balclutha via Milton every morning and returning in the afternoon. Others carpool in the same direction and also in the south from Gore. A few drive separately for various reasons. Therefore, having a regional public transport service would increase numbers and be more environmentally sustainable.

Further, public transport gives access for aged people (health, community), youth (employment opportunities) and the less well off (lower cost of transport).

Implementation of services needs to be 'right sized', regular, affordable, coordinated and suit commuters. The Road Services bus and the possible re-introduction of the Southerner train are possible supplementary

services as they are during the day for CDC. However, neither are convenient for business commuting.

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

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:

However, it is understood fares are subject to the demand/cost assessment for each service.

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:

Fares should be proportionally cheaper for longer trips due to economy of scale, where short trips can be priced closer to alternative forms of transport. Free zones could be considered in more highly populated areas, but CDC accepts would not be an option within the Clutha district.

Fare collection and multi-use cards should be via an app and reading machines on the bus, with the ability to read Community Services Cards or Gold Cards to apply discounts. However, it is accepted not everyone

has access to or can confidently use a mobile device. An alternative is a smart card which can be topped up at bus stops or on the bus.

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:

The proposed fares structure for children up to 12yrs (free) is acceptable.

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

Yes

Tell us more:

The proposed fares structure for youth up to 18yrs (40% discount) is acceptable.

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.

This submission is made on behalf of the Clutha District Council.

CDC is committed to enhancing opportunities for people to live and work in the district, but accepts some people choose to live in neighbouring districts and commute for various reasons. Therefore, inter-regional transport is an important enabler for people to access employment, health, education and consumer services.