

Friday, May 2, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0473

Contact details

Name:

Julie Taverner

Organisation (if applicable):

Hato Hone St John

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:

Hato Hone St John has a strong interest in the Community Transport (CT) components of the plan, recognising the critical role they play in supporting whānau – not only in accessing healthcare and improving wellbeing, but also in fostering social connection through accessible transport.

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:

Many rural communities face significant challenges in accessing wellbeing and healthcare due to the lack of public transport options and financial barriers. The current National Transport Assistance funding model supports only a small portion of those needing access to health services and offers no provision for wellbeing-related travel or other essential services that enable people to live independently in their own homes.

It would be encouraging to see the Otago Regional Council (ORC) support Community Transport (CT) in a way similar to the Waikato Regional Council. Establishing a collective voice across CT providers would increase transparency across the region, help identify service gaps, and empower the collective to influence how those gaps are addressed.

Community Transport is, by nature, volunteer-driven, and this should be recognised as a core part of the model. It's essential that the voice of CT is as strong and valued as other parts of the transport sector, not diminished or overlooked. While CT currently focuses primarily on health-related transport, ORC has a key role to play in ensuring current and future providers are structured to meet broader wellbeing and community access needs.

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

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

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

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

Yes

Any other comments?