

Friday, April 18, 2025

# Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0266

## Contact details

Name:

Lee Brehaut

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:

1. Need to consider safety of bus drivers as well as passengers. Fully support key priorities.

## 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

Tell us more:

I volunteer within the 65+ age group in Oamaru. I also have experience gained when living in Canterbury at Leeston and taking patients into Chch Hospitals for treatment - 20 min drive each way. People living in both areas express major concern about needing to have independent transport available and at a realistic cost. Many comment on difficulties asking friends/family for transport to/from appointments.

Volunteer drivers often don't make claims. Their choice. Good option, but so is a means to claim some (realistic, common sense) costs from either passengers or Regional Council.

Co-ordination with hospitals re appointment times would benefit passengers and drivers of community or private vehicles by allowing for other events/experiences in the day giving better value for money.

Parking is an issue. Canterbury has car parks designated in a building for hospital use and a shuttle service. This allows for people to take themselves to appointments with greater ease. Dunedin may well have the same system but if so, it is little known. What information do patients get when receiving their appointment. From Oamaru you may need two people to take one to an appointment, (depending on patient's physical/emotional status).

### 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 wouldn't use percentages when promoting increases. People get sidetracked by that kind of figure. Basically they just really only want to know exactly how much a ride will cost them. I feel \$2.50 is a realistic fare.

### 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?**

Yes

**Tell us more:**

I am in favour of a zone fare system and as indicated in the plan. This is a common sense approach.

### 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:**

This proposal is realistic and a common sense approach. Payment system would need to be reasonably tight so not open to abuse. E.g. photo and birth certificate verification as with a driver's licence. Is there a category for students? Or are they considered to be under the Adult fare. Not in favour of having any other categories. i.e. unemployed/sickness benefit recipients. Their transport costs should be met/monitored under/through a case manager. Students are more likely to become employed and return some of their benefit into the system. And are more able to be tracked for eligibility.

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

Yes

## 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.**

Really appreciate the Total Mobility Programme. I hope it continues as I see the positivity it brings to users. Stress levels, particularly in elderly who own their own home and want to stay in it for as long as possible are VERY high. They are concerned about their continued mobility, maintaining a drivers licence, the financial burden of a car, rates, insurances, property maintenance, health needs, food etc, etc.