

Friday, May 2, 2025

# Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0492

## Contact details

Name:

Christopher Hawkins

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:

I'm excited about the electrification of the fleet as soon as possible

## 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:

It would be ideal to have zero-emission vehicles

## 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:**

At the moment a lot of people are struggling with the cost of living and simultaneously the low fares and simple fare structure has enabled increasing ridership. This is a big success for the public transport system and you should be proud of yourselves!

Acknowledging the pressure from central government to increase private share no matter what, I think people will appreciate the price remaining constant while everything else in their life goes up.

## 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:**

While I don't reject zoning completely, I'm concerned that we don't have any indication of how much the fares might increase between the zones. I'm also concerned about how it will interact with the current free transfer system - which journey is used to calculate the cost of the overall trip?

The simplicity of the current system is a real strength.

I'm concerned that zone 2 will add complexity and needs to remain affordable and a compelling alternative for commuters compared to driving.

I say this as someone covered by zone 1 in Dunedin.

Consider merging zones 1 and 2.

If there has to be an increase, it should be only modest e.g. 50c.

Having some added cost for zone 3 seems only reasonable because of the increased cost of providing these services over long distance. I particularly support the planned airport zone which could charge higher costs and still remain favourable compared to commercial options or car hire, hopefully enjoying high enough ridership and recouping enough cost to help subsidise other services.

## 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?

**Let us know if you have any other comments or ideas on the topics discussed in the Draft Regional Public Transport Plan.**

I'm really impressed with what the council has been able to accomplish over the past decade and really excited by the proposed electrification of the whole fleet, community transport services, and connections to Oamaru and Balclutha.

It's really heartening to see the ORC take on feedback and look to grow into its role as a regional transport body connecting people across the whole of Otago.