

Q1 (Name)	Q5 (Do you support simplifying fares?)	Q6 (If you don't support this, why not?)	Q7 (Do you have any other comments?)	Q8 (Do you wish to be heard?)	Response ID
Josephine Devereux	Yes		It is a fantastic initiative that will make public transport an excellent option for many. I have taken the bus in Dunedin for over a decade and the reduced cost would greatly benefit my budget and help encourage others to utilise this service more	Yes	2549853
Zoe Wilson	Yes		It'll make travelling to and from class/work and home cheaper and therefore makes it actually worth using the bus	Yes	2549916
Jonathan Cox	Yes			Yes	2550015
Helen Gibbs	Yes		When going to the B card consider if this trial has increased bus usage	Yes	2550403
Elizabeth Todd	Yes		I think it should be \$1 per zone so it doesn't disadvantage those who travel very short distances regularly	Yes	2550533
Song Lin	Yes		Would be great to have the name of next stops showed in the bus so it is easier for people that are not familiar with Dunedin street to know where and when to get off	Yes	2550651
Jack Cowie	Yes		INTRODUCTION I am a Masters-level student at the university, working this year on a thesis about public transportation in regional New Zealand cities and towns outside of the largest three cities. I am also a regular user of Orbus services. For both these reasons, I have a keen interest in changes to the Orbus services. I support the principle of the proposal, which is a major improvement on the previous fare structure. Fares have been too high to outer destinations for too long, which means that it is generally more economical to drive (especially for couples and families who would share a car ride but pay two bus fares). However, I do not consider the proposal ideal. I would propose the following modifications/additions: (1)Near-flat fares with a small zonal/distance component would be preferable to completely flat fares, given the Bee Card. (2)Daily and weekly fare caps should be applied, following Christchurch's long-standing model	Yes	2550748
	Yes		I am aware that the changes are intended to be about fares with a longer term view. It would be even better if there was only one fare per day and you could get on and off buses. I get two buses to work so that would be \$4 under this new scheme. Gets very expensive. One fare for as many buses all day would be good	Yes	2551144
shayne rolfe	Yes		it is not viable to catch the bus to work or school from macandrew bay, if fares were consistent with driving costs I would use the bus	Yes	2551448
Adam Dempsey	Yes		2 dollar flat fees open up more of the city to more people. Another initiative should be adding a monthly or weekly concession after a certain amount spent more people will want to use the bus if they know their (insert number of concession)trip and those there after will be free	Yes	2551514
Alicia Monteith	Yes		At present one of the major reasons I don't catch the bus from Portobello into town is the cost. The petrol is cheaper, and that's with just one passenger! However, I've been taking the bus lately as it's been free. I had been meaning/wanting to take the bus for climate reasons, but the cost and inconvenience outweighed the drop in the ocean of a difference it would have made to the climate crisis. If prices are reduced permanently then people will be able to make better decisions, including more long term decisions over car ownership. I'd also like to see a family pass at a rate of just \$5. Again, if you want people to take the bus make it affordable. Lastly, why do we not have vans, even hybrid would be better, to transport people on the very quiet runs? A mixed fleet to allow this would be a good investment.	Yes	2551521
Josh Swainson	Yes		Provision of a travel card would be great, weekly/monthly/annual payment with unlimited travel for that period. This system works well in London (and would probably generate interest from those working out equivalent driving expense).	Yes	2551622
Jessica Barron	Yes		I'm more inclined to use the bus with a simple fare structure. Previously it was cheaper for me to drive with the zones in place so I will be using the bus more frequently if the flat fares come into effect. A flat fare I think would increase the uptake on public transport which will help with the environment too.	Yes	2551747
hayley frew	Yes			Yes	2552102
Amy Dowdle	Yes		Just that I am very strongly in favour of a move to a flat fare - everybody benefits from an incentive to move to public transport!	Yes	2552107
Liesel Mitchell	Yes		I support simplifying the bus fare system, but still think it's a lot of money for anyone wanting to use the bus as their main mode of transportation. As a supporter of public transport, paying \$2 every time I use the bus, adds up pretty quickly. I used to use the daytripper ticket option in Wellington a number of years ago - \$5 and you could use the bus as many times as you want in a day. I think that, plus the one ride/one price idea would work.	Yes	2552341
Mark Baxter	Yes		Support the idea, but cheaper and not the sneaky fare increase for one-zoners, students, children, and people who can't afford to buy fares (ie cash users).	Yes	2552354
Hazel Eatwell	Yes		I hope this means a fare from Abbotsford to Dunedin will be charged 1 fare, not 2 fares from Abbotsford to Green Island, and another from Green Island to Dunedin.	Yes	2552376
Daren Harvey	Yes		It should be both permanent and even cheaper, I say 1 dollar for adults and 50 cents for children and 2 dollar cash, that way people who do pay via cash can potentially pay by one coin	Yes	2552577
Corianne Holmes	Yes			Yes	2552907

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Harry Ford	Yes		<p>I think it should remain free for three reasons.</p> <p>Firstly, by the fare remaining free it will equalise access to transport for the most economically disadvantaged in otago. This will help to support employment and access to basic services like GP, supermarkets, etc.</p> <p>Secondly, it will reduce traffic on the roads and help to increase foot traffic in The Octagon.</p> <p>Lastly, it will have a positive environment impact. It would be a simply but effective step towards a greener Dunedin.</p>	Yes	2553024
Marita Ansin-Johnson	Yes		<p>Would like to have a low rate for low income earners, etc...I have heard of a group that are asking that Students should be free?,why is my question,when there are other people in the community who should all so have it free?...</p>	Yes	2553092
Lorraine Bell	Yes		<p>This is a wonderful idea.</p>	Yes	2553287
Jomas Benfell	Yes		<p>I take a bus from Mornington to town, then town to Green Island every day for work, as I have since 2017.</p> <p>These changes are great as it'll save a lot of money and will make me more likely to use the buses in weekends etc.</p> <p>My only question/concern is about transfers.</p> <p>So preCovid I paid \$2.5x to town, then \$2.1x to work due to transfer system 75% of the time (the other 25% the transfer didnt go through but I had 2 active)</p> <p>Would be amazing to increase the transfer from 30m to 60m (atleast, in chch its 2hrs but I get why you wouldn't go that high) and if the transfer is free I can quarantine the bus services will be far busier!</p>	Yes	2553358
Maddy Parkins-Craig	Yes			Yes	2553365
Dena Andersen-Parata	Yes		<p>This Bus service has been incredibly run down. Many routes have huge gaps where there is too greater distance between stops for people to want to use them eg Maori Hill Prospect park route now there is a one mile distance between stops on Balmacewen rd. If we are to take action re climate change we obviously need to get the huge number of vehicles off roads and encourage people to use public transport not only by lowering the fares but also by improving routes</p>	Yes	2554069
Geoff W	Yes		<p>Anything that makes buses more accessible and easier to use is a great development. As a cyclist I encourage anything that reduces private vehicle numbers on the road, and the bus is great to use on stormy days. Mode shift!</p>	Yes	2554134
Christine Keller	Yes		<p>I very much support the above. I would also support a solution where people can pay lets say \$50 for a Month or \$300 for a annual path. Or even a regional solution...</p>	Yes	2554631
Mike Hammond	Yes		<p>A bloody great idea- happy to subsidise with my rates</p>	Yes	2554812
Shyronn Smardon	Yes		<p>This would be a great first step. I'd highly recommend the hearings committee look at Vancouver's (Canada) Compass Card bus tag system.</p> <p>Translink found it was less efficient to have zones and also less efficient to have everyone tag off (you only tag on). This way the busses don't get delayed with multiple people tagging off, and you don't have people getting upset if they forget to tag off, and then calling to complain/requesting refunds because they were overcharged (clogging up bus phone lines). Or, people did tag off, but it didn't register and they were still charged, and now upset riders).</p> <p>Translink avoids the user tap out function in order to make a bus transfer by allowing users to use the bus system for 90 minutes of riding From when first tapped. Meaning users don't have a set 30mins to transfer, but 90 minutes total to reach their transfer bus (or second tap). Translink also allows the greatest flexibility by allowing users to go in both directions, as long as it's within the 90 minute window, you can hop on any bus number of busses for any length of time until expiry.</p> <p>Dunedin has the very rare opportunity to completely change the perception and usability of public transit for both residents and tourists. Please take note of Vancouver (voted the best public transit in all of North America) and make best use of their process. Translink has made I think that this is a great idea. I currently would not use the bus due to the price of traveling from Fairfield into town. My son however uses the bus everyday to go to school and the prospect of a slightly cheaper fee for him means that he can use it to get to sports and social events.</p> <p>In regards to question 6, I've posted the poll to the Greater Green Island Facebook page and am happy to speak to any comments gathered on the page from our followers. I would like to know prior to the Hearing how the changes in fares will effect bus routes and the Super Stop in Green Island. This piece of work is currently sitting with ORC.</p>	Yes	2554871
Larna McCarthy	Yes		<p>I think that this is a great idea. I currently would not use the bus due to the price of traveling from Fairfield into town. My son however uses the bus everyday to go to school and the prospect of a slightly cheaper fee for him means that he can use it to get to sports and social events.</p> <p>In regards to question 6, I've posted the poll to the Greater Green Island Facebook page and am happy to speak to any comments gathered on the page from our followers. I would like to know prior to the Hearing how the changes in fares will effect bus routes and the Super Stop in Green Island. This piece of work is currently sitting with ORC.</p>	Yes	2555590
Charlotte Macshane	Yes			Yes	2555880

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David Barrell	Yes		The flat fare represents a welcome philosophical change. The previous approach of user pays set at the maximum rate the user market is likely to bear, has had its day. Bus use is slower and less convenient than car use. This makes buses an unattractive travel option unless the loss of convenience is compensated by fares that are considerably cheaper than equivalent car-use costs. The previous fare was, for example, feasible for one person to commute by bus from Mosgiel to Dunedin CBD for work, but the return fare for a couple to do that is ~\$18 return, motivating car use for one to two people. A commute from central Mosgiel to central Dunedin is ~30 km return. A long to medium-distance car commute has large carbon impact compared to a short inter-suburb commute within Dunedin. A flat economical bus fare will discourage longer car commutes and provide a practical step towards reduced carbon footprint of Dunedin's commuters. As a regular and enthusiastic bus user for over 20 years, I see the proposed flat fare as welcome leadership from ORC towards improved uptake of public transport, reduction of commuter vehicle carbon footprint, and lessening of inner-city parking pressure.	Yes	2558762
Aaron Hook	Yes		I would like to have longer transfer time for travel and two transfers in a trip. For instance travel from Brighton to university if necessary change twice to get there.	Yes	2558837
Thelma Greer	Yes		Buses are too big. Small buses and more frequency, with greater spread. Drive and park spaces needed major investment and expansion.	Yes	2559298
Karen Leaming	Yes			Yes	2559416
NICHOLAS TULLOCH	Yes		Transfers should be 1 hour and 30 minutes because of people from Port, Waverley, Mosgiel, Greenland, Portobello and Shellhill	Yes	2560102
Not telling	Yes			Yes	2561372
Davinia Thornley	Yes		Making a flat fee is essential for my family, as we live on the Peninsula and commute each day to work. We would absolutely take the bus more often now if it wasn't so expensive. At the moment it's more than \$20/day for two people to return trip to work, which means we often end up taking the car when we'd rather not. In terms of making costs more equitable for all Otagoans, this is a really important thing that the ORC can do.	Yes	2563358
Thom Kenny	Yes		Make it easy. People are often put off by a seemingly complicated procedure so to remove all unknowns to a singular common known makes total sense and communicates short sharpe truths.	Yes	2563713
Geraldine Tait	Yes		I am concerned that although this is a huge saving especially for people living North of Dunedin that it may not be a fare reduction for some school students in Dunedin. For many families the ckst of getting children to school is a burden. The ministry of Eduction has reduced the number of free services. I would like all travel to and from school to be free.	Yes	2564236
Elizabeth Todd	Yes		It should be \$1 per zone then no one pays more	Yes	2566168
Marcus Williams	Yes		I am a bus driver in the city and I totally think the new fare structure and Bee Card is an awesome addition, however I do have one point that needs to be thought about. The loop in Concord, I regularly drive the University to Concord run in the mornings.....has an issue along Mulford St and Stevenson Rd as those who get on there....which right at the far end is quite some distance from the main Concord terminus.....will have to pay twice. I often have 15-20 people who get on up Mulford St and Stevenson Rd...school kids as well as people who would struggle to walk all the way down into Concord itself. The 38 route from the university technically doesn't finish until I have finished the Mulford St/Stevenson Rd loop.....and that's when the new system starts the new route. Happy to be contacted if you have any questions? Thanks	Yes	2568259
Malcolm Deans (Secretary, Unions Otago)	Yes		Unions Otago submission to Otago Regional Council bus fare consultation Adult fares Unions Otago supports lowering two-zone, three-zone and beyond fares for adults to \$2. The 4% increase in adult one-zone fares (from \$1.92 to \$2) is below inflation since the previous fare increase, so is tolerable. Child fares Unions Otago supports lowering two-zone, three-zone and beyond fares for children to \$1.50. The 30% increase in children's one-zone fares is unfair and unreasonable. This would increase the cost of sending a child to their nearest school by \$35 a term, or \$140 a year. The effect of the fare changes on families with children appears to fall harder on families with lower incomes. Families on low incomes are more likely to need their	Yes	2569815
Marc	Yes			Yes	2570221
Vernetia	Yes			Yes	2570458
Jessica Latton	Yes		Otago peninsula buses are too expensive and need to be rerouted so that it leaves the city down Princes Street from the hub, not down past Toitu and Queensland Gardens where there are no stops. Also can you please put a bus stop at the pull in bay by the Macandrew Bay boatshed. It is a very long way between stops for the many residents around Marian St. There are currently so few people on some of these buses it would be a good option to run a mini bus or van.	Yes	2570965
liz Todd	Yes		It should be \$1 per zone disability description needs to be increased to include other groups that dont have mobility card discount for community service card holders day pass week pass why hasnt this been advertised on buses to those that use them?	Yes	2572888

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Naomi Poole	Yes		Flat fares are great, however families who travel together it adds up. Most children up to older primary/intermediate travel with someone older, either an adult or older siblings. Many families as paying per person for a trip to school/work opt to take the car as it is cheaper per week vs busing. Family of 1 adult and 2 kids with a Bee card would be looking at \$50 per week. Normally a family from outer suburbs like Brockville or Pine Hill would be (zone 2) it is \$55.60 per week. Most wouldn't put that much in petrol and would go early drop kids on the way and find a park somewhere in City Central normally in a parking free cost area and walk to work. This adds to congestion in areas like City Rise where the Dunedin City Council has just spent a large sum putting in traffic calming measures. Most of those are needed really as a large majority of that traffic is parents dropping children off on the way to work. If the council took this into consideration to make the focus be on quantity of people opting for buses over cars there by making children 14 and younger free on the buses, then more cars may be left at home. One may argue not the case currently as there is free parking until the 1st of July. Then there will be two weeks of school holidays which will lead to less congestion in those areas. But I recommend both councils consider looking at the bigger impact and make it financially more appealing for an adult with their children to get to school and work in town. \$10 per week versus \$50 to get the family there may be a good way to get buses filled, especially	Yes	2575170
KEIRAN ROBSON	Yes		While I think a simplified fare structure is a great idea (I am yet to find anyone who actually knows where the zones begin and end regardless of what the signposts say), I do think you should start as you mean to continue rather than waste time and resources by making changes to the pricing system further down the track. I'm also not a fan of having to pay the same amount for my 10 minute maximum daily bus trip as someone who potentially does an hour plus trip - this is not an equitable approach and infers that the shorter trips are subsidising the longer ones.	Yes	2575651
Yuri	Yes		Ideal bus hours for nurses and doctors who finished work after 11pm? We finished handover at least 2315 hrs. It is impossible to finish before 11pm (last bus to Shiel Hill is 2240hrs at the bus stop). Can anyone have a thought about essential workers, especially ppl who works at the hospital? Not only for Covid L4? Thanks.	Yes	2576350
Marianne Te tau	Yes		I am happy to report I did not bring my car to work today - I would love the opportunity to use public transport only the service is very lean between Palmerston and Dunedin. I would definitely support another bus from Dunedin to Palmerston at 4.30pm as there are only two options to get home (3.30 and 6pm). And if possible it would be great to have a bus running from Palmerston earlier than 0700. Then I would happily leave my car at home. The \$2.00 flat rate is a wonderful initiative to get people using public transport and stacks up really well for anyone coming to town. I feel like I am contributing more positively to the environment by not bringing my car to work each day. Thank you for the opportunity to comment.	Yes	2576786
Jesse Watts	Yes		Having a student rate would be nice, but not needed. This system is leagues better than the current one. Ideally I would like to see Christchurch's model in Dunedin, where fares are ~\$3.80, and any number of trips are included within a number of hours. This makes connections from say, North east valley to Mosgiel, port chalmers, etc count as one 'trip', even if you need multiple bus rides to do so.	Yes	2577610
Tegan Judy howard	Yes		Tertiary student / other concessions	Yes	2579505
	Yes		I do still think there needs to be a concession fair around tertiary and go extra... That would be a huge change for people who have always relied on those free or reduced services	Yes	2581333
Otago University Students' Association (Francesca Dykes, Political Representative)	Yes		OUSA supports the introduction of flat rate fares. We believe this will be beneficial for the Dunedin community by making buses more financially accessible for those who travel further and make the buses generally more accessible by simplifying the fare system. In particular, this will enable students to live further from Dunedin North, helping to mitigate the emerging housing crisis. However, we encourage the ORC to include students in the \$1.50 youth fare. Under the current model, students are the only demographic which will have to pay more than they currently do. Although the sum may not appear significant, students often only travel one zone and therefore, this proposal will cost them more. We believe a simple and effective solution to this disparity is to include students in the \$1.50 youth fare, reframing it as a general student fare. Going forward, OUSA supports continuing the flat rate fare model, for the reasons stated above, with students included in the \$1.50 youth fare. In future decision-making, we encourage the ORC to consider the guiding principles of sustainability, accessibility and affordability.	Yes	2584969
Elliot Blyth	Yes		This is fantastic, the ideal pricing model, and easily the best way forward.	Yes	2585189
Martin Hohmann-Marriott	Yes		- The overall idea of simplifying fares is great! - It should be allowed to switch between buses with one fare - the costs for reduced fares (children etc) should be lower - The cash fare should be the same as bus card fare (as it disadvantages people who do not have money to buy the card, charge up the card by phone computer), or - alternatively - the bus cards should be free.	Yes	2585499
Malcolm R Gordon	Yes		It is strange to me that they are introducing a new system, that allows tagging on and off, but at the same time are talking about a flat fare system where everyone pays \$2 regardless of the distance they're travelling, thereby negating the need for the aforementioned new system (ie no tagging off required). They could just have a bucket held by insulation tape to the pole by the driver. I wonder if the group that decided on the new tech and the group that decided on the flat fare system are actually different groups.... I wonder how much the new tech system cost? The one that won't be any better than the old one under the new fare system.	Yes	2585943
Lana wills	Yes			Yes	2586256
Linda Holman	Yes		Please make sure your bus transfers work as I regularly do this and often get charged twice for swapping busses	Yes	2586260

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Sharon	Yes		1.Will we be able to load money through an application online so that we can monitor the transactions?? 2.What about the people who we have go cards which has money on it? What happens?	Yes	2586802
Sinead Gill	Yes		I think that public transport should be free. Or at least have an option of like flat \$60 payment for a year pass for students for example.	Yes	2587090
Aaron Hawkins	Yes		Please refer to written submission, from DCC, signed by Mayor Hawkins, emailed to Garry Maloney on 1 July 2020	Yes	2587502
Scott Michael Inglis	Yes		More frequent bus services (those that are currently every 30 minutes during the day should be bumped up to every 15 minutes)	Yes	2587623
Natalia Yates	Yes		We need Dunedin people to use the bus more!	Yes	2587823
Gillian O'Callaghan	Yes		Would love some shelter at Hawksbury Village stop heading south.	Yes	2587842
Erin Howard	Yes		More small buses on continuous runs up and down Dn's main shopping centre	Yes	2588009
Shevan Silva	Yes		I support this broadly speaking but strongly think there should be concessions for university students who live closer to the city and usually travel just one zone.	Yes	2588045
Gregory Marcar	Yes		This scheme would make a profound difference to many commuters, particularly those who currently reside in zones 3/4 and have to travel for work. The current post-covid fee-free travel has been fantastic; if that could not continue, this would be the next best thing. I wholeheartedly support this plan	Yes	2588162
Sam Judge	Yes		This is a much needed adjustment to our public transport system to increase usage and public opinion	Yes	2588171
Katie Marcar	Yes		This is a fantastic idea! My husband does not drive and this would make a real difference to us.	Yes	2588200
Fiona Forde	No	I am a go extra cardholder I only travel one zone at the moment the last two fare Rounds my fare has increased As a regular user of the bus service and also a user that relies on the bus service to get around the city I have a limited income on which to spend on my travel and I'm sure this is the same for many other go extra card users Now you put up my fares once again How is this fair on a vulnerable part of the community that relies on your service to get to their doctors the supermarkets and generally get about. There is a reason this card exists is so we have a reasonable rate on which we can travel the buses that is below the adult fare We all have a reason that disability etc are reason we cannot use normal trip modes of transport we cannot drive. You have also put up the child fare My son catches one zone Of course I can't just drop him to school like any other parent. Most of the time I make him walk Which on certain corners and streets but it's very hard to cross because of the traffic. And now you are making it more expensive for him to take the bus when he needs to. He has a learning disorder. But take some time to learn the new route and for him to feel comfortable with it .he's off to a new school next year . Yes it will be great for some people to have two dollar fares but there are those of us that are on limited incomes. I was told I would always get 25% off my transport what happened to that promise. Why should those who need the buses suffer and pay the price. I need my bus service. I don't want to have to walk more and put my		Yes	2549930
LIZ ANGELO (2 submissions combined in this row from same name and email)	No	1 of 1. 2 of 2. Yes, I do support the \$2 bus fare (in fact it was my idea 4yrs ago), but not as described above so. It needs tweaking so that nobody is disadvantaged. It is not a Yes/No answer unless it is modified.	1 of 1. An affordable, simpler fare scheme is so overdue. Four years ago I made a submission to the ORC for \$2 fares, but it was taken up by Queenstown not Dunedin. As an advocate for public transport I am aware that cost is a barrier for many families to using the buses. There are others that can be addressed elsewhere, but this proposal goes ahead it would be the biggest step to encouraging the use of buses instead of the private car. One small towards climate change - 'one giant leap for mankind.' 2 of 2. FREE BUS rides are the IDEAL we should aim for as more people will use the buses and this will help world climate control In the meantime support is given for : Gold card users to ride free anytime. \$2 fares for everybody except the following who should not be disadvantaged by the changes: * \$1 fares for children, tertiary students, GoCard extra holders (disabled) * No charge for not tagging off with Bee card. Also, approve and encourage the joint co-operation between the DCC and ORC in order to improve local bus services. This submission supersedes previous submissions (submitted before I realized the anomalies in the proposal.	Yes	2549937
Michelle Craddock	No	I am chronically unwell and cant walk far, i have to sit down often and carry a stool everywhere. If i needed to get a bus to say the doctor it would cost \$2 then if i wanted to go from there to town 2 hours later its another \$2 fare then to my Mums another \$2 fare, then to my friends another \$2 fare. Then home which is three stops as its not one bus through its three separate \$2 again or if i stop at supermarket another \$2 so thats \$18 a day. Thats ridiculous. It should be \$4 or \$5 for a whole day pass on and off buses to go anywhere you want for everybody. Also as I cant walk far I could bus to my friends house down the road one zone away a few blocks shouldnt cost \$2. No I dont think its a fair svstem.	Yes if your only travelling a few blocks or say from bus hub to exchange or meridian to exchange or a few mins down the road from where you live theres no way that small distance should cost \$2. It should be charged on distance. Say free for under 2km of travel, \$1 for 8 kms travel maybe? Other comments put seats outside every bus stop lots of disabled people use them.	Yes	2549946
Joan Ruth Middlemiss (2 submissions combined in this row from same name and email)	No	1 of 2. I'm on a benefit and the card for us has always had the price difference even if a student and/or beneficiary was a flat fare of a total of \$1.50 and put the kids price to \$1. 2 of 2. where's the benefit for the beneficiaries who are stuck on a benefit for most if not all of their lives? how will that \$2 fare and 30 minutes from one bus to the other bus is NOT enough time. I have tried time and again to transfer from one to the other in that 30 minutes and it's nearly impossible to do. My Mother for example has a permanently damaged back that is irreparable so and if she is having a bad enough week then there is absolutely NO chance to get that far. i wish we were given at least 1 to 1.5 hours to get from one bus to the other.	1 of 2. Not right now 2of 2. when will our change to Tertiary and GoExtra rates going to change if they are not working in the first stages?	Yes	2550244
Jackie McLachlan	No	My children's bus fares increase in price with this concept.	Children attending school should be free	Yes	2550655

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Christian ohneiser	No	This will make it more expensive for anyone who wants to travel from zone 2 to zone 1... eg. Opoho to University. At the moment this 2 km journey costs \$1.92 which is already too expensive. Revise to pricing for zones etc etc	Try a annual pass mode instead. In -Austria they have a annual pass for 365 euros (1 euro per day) and it has worked well. They have not seen a surge in users and have not lost money by offering the annual pass.	Yes	2550761
Catherine Beltran	No	I agree to the flat fares for the bus around Dunedin without zones but I disagree with the fees. It is still too expensive and it will even be more expensive for the users who are currently travelling in one zone. One solution to encourage people to use more the bus would be a yearly membership (or half yearly) with special fares for students. There are too many cars around Dunedin and a lot are driven by students who would probably take the bus if it was not that expensive. If people would buy a year pass for the bus, the public transport would have also an income that would not depend on the number of passengers and it would allow lower fares and also enough money on the long term to improve the bus fleet.		Yes	2551206
Nicola Rodger	No	I believe the should still be a student or beneficiary concession. This model doesn't support that.	I chose to live in the suburb I'm in now because my bus fare would be under \$2 as a student. This change will mean I will have to pay more. I would have been happy with the flat fare had students and beneficiaries been included.	Yes	2552224
Andrew Rutherford	No	Because it will mean that people who aren't rate payers and residents get subsidised bus fares paid for by the ratepayers.	The bus to and from Port Chalmers could be overwhelmed when cruise ships come in.	Yes	2552839
James louis Cockle	No	Because public transport must become free of charge if we are to have any chance of reducing co2 emissions in time to avoid catastrophic climate change.	Instead we should make all public transport free of charge. This would be better for both the people using public transport and the car drivers who would suffer less congestion with fewer cars on the road. It should be combined with incentives for people to get rid of their cars or reduce from two to one car. Also bus operating hours need to be extended.	Yes	2554037
Vijayabhaskar Palagulla	No	It is unfair on the Child and tertiary students. I feel, \$1 for child and \$1.50 for tertiary student is fair.	What is the validity time for free transfer. I feel it should be atleast 1 hour instead of 30 minutes currently It is also good idea to have a daily and monthly pass for tourists and tertiary students purpose.	Yes	2556402
Devon Allen	No	It is unfortunate that a student fare has not been included. By including a student fare this will encourage students onto public transport, encouraging them to see the city and not take their cars, which pollute the environment and increase the amount of traffic on the roads. Similarly, a senior fare should be considered, as a lot of older people around Dunedin use the bus service and we should encourage older people to keep using public transport, as it keeps them off the roads in their own vehicles, and encourages their independence.	In a post COVID-19 environment, especially where social distancing could become a factor again in the not too distant future, this would be a good opportunity to explore options to have more busses running during peak hours.	Yes	2559927
Alice Boyne	No		If reductions are being made, why would we not be keeping with the concept of student fares? Students are typically in just as hard a financial situation as "youths" and would most likely appreciate a discount just as much. Moving away from this traditional charge for students may make many few disenfranchised with the ORC and DCC	Yes	2567515
Bus Users Support Group Ōtepoti Dunedin	No	We agree to the flat fare system, except nobody should pay more than at present.	We oppose the proposed \$5 charge for not tagging off. We don't mind how a flat fare scheme with no-one being worse off is implemented, and we offer the following suggestions, all of which meet that standard: 1. Free bus travel to the nearest school for school children 2. \$1 flat fare for children 3. Free bus fares altogether 4. \$1.50 for students and people with disabilities 5. Free travel to the university for students 6. Family travel discount, children allowed to travel free with their parents.	Yes	2581646
Dunedin Tramways Union - Whakakotahitanga Taramu ki Ōtepoti	No	Bus fares should not be reintroduced until Otago bus drivers have received the wage increase to Living Wage that has been agreed by councilors in the Annual Plan.	It is wrong to collect fares from passengers when the Otago Regional Council is withholding money from payment to drivers in breach of a publicly notified and approved annual plan. The increase of drivers pay is supported by the public, and unanimously supported by their elected representatives. Now Otago Regional Council staff are brushing the Annual Plan aside as merely "aspirational" and are accepting no obligation to hand over the money for payment to drivers.	Yes	2581648
Peter Dowden	No	Children, students and people with disabilities should not have to pay more. The proposal disadvantages the most vulnerable members of society.	Glaring anomalies in otherwise great idea Opinion Has the proposed new Dunedin bus fare system gone far enough, asks Peter Dowden. It's hard not to like the proposed generously funded simplification of the bus ticketing system. Commuters as far away as Mosgiel and Port Chalmers will have their rides reduced to a straightforward flat fare of \$2, which will include a free transfer to a second bus on the way. A convenient new card will allow passengers to tag themselves on and off the bus, speeding up loading and providing bus managers with valuable travel data. Buried in the detail of this rejig of fares are some sharp increases that must not be overlooked. Tertiary students and passengers with disabilities will have their fare discounts abolished and merged in with the general adult population. Long-distance travellers in this category will still be better off but those travelling a shorter distance, within one "zone" under the present system, get a hefty 16% increase.	Yes	2581649
murray fish	No	I strongly support the Free Travel at anytime for SGH... and \$2 card for all... I strongly oppose the 1.50 for youth!!! way to much! and \$3 cash is insulting!!!	a goal should be FREE Busses...	Yes	2582252
Tangihaere Gardiner	No	Tertiary students fought to have a lower rate, taking it away is a direct slap in the face for students who come here and struggle to get around, especially in the winter months.	These surveys need to be pushed better, seeing this on a thursday morning the day it closes isnt good enough.	Yes	2587085
Otago Road Services Limited	No	Undercuts and threatens viability of our Dunedin urban commercial school bus services	Additional email sent	Yes	2588052