

Thursday, April 24, 2025

# Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0322

## Contact details

Name:

Mackenzie Fallow

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:

The more that is invested in the public transport network the less strain there is on parking and traffic in what is already a congested city.

## 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:

Any and all programs/networks that the ORC can be considered to be the majority owners of. The more connected the network is the less of dual funding/bureaucracy there will inevitably be and the greater value the assets held by the ORC in relation to these initiatives will be.

## 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:

The benefit of public transport will be consistently undermined the higher the price of the fee. In keeping the price the same, the effect is that to a cut to cost relative to inflation - making public transport usage increasingly the preferred option for those who live in network.

## 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:

Any such measure would likely just cause confusion and conflict, harming the overall experience of the buses even for those who would be paying less.

## 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:**

Those with children are likely in the worst position to pay higher fees. Higher overall fees should be prioritised (if strictly necessary) before fees should be considered for children - it would simply be inequitable otherwise.

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

Yes

**Tell us more:**

Standardization makes buses more intuitive and by extension accessible; increasing usage.

## 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.**

Continued effort should be made to lobby Transport NZ to continue to subsidize Otago Buses if a "free fares" model was introduced - Dunedin buses punch above their weight across the country and the sooner central govt recognizes and rewards this the better.