

Tuesday, April 15, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0237

Contact details

Name:

Rebekah Graham

Organisation (if applicable):

Parents of Vision Impaired NZ

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?

No

Tell us more:

The access barriers that disabled people face are specific and are not adequately captured in the term "transport disadvantaged". There needs to be a specific commitment to accessibility for disabled persons, for blind and D/deaf persons, for wheelchair users. The accessibility barriers faced by disabled persons are not the same access barriers for abled-bodied people, and care must be taken to ensure that our access needs are not erased, and that accessibility specifically includes physical access for sensory (e.g., low vision) and mobility related disabilities.

Connectivity must be associated with accessibility for disabled persons; public transport must be accessible from leaving their home to arriving at their destination. All parts of the journey need to be accessible for disabled persons. Trust needs to be built with the disability community to ensure people feel confident and able to use public transport and won't be denied access (e.g. if using a service dog).

Easy access to ticketing and information must include accessibility features. It is unclear if there is a clear commitment to accessibility for blind and D/deaf persons. Addressing access barriers for disabled persons may require more than public information campaigns.

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:

Will this service be accessible for disabled persons? What accessibility features will this service have? The proposal is very light on how it might work for disabled persons.

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?

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?

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:

Subsidising children assists with reducing congestion, and supports parents who do not drive (e.g.,

parents who are blind). It also supports independence for teenagers to move around the city, particularly for teenagers who do not drive (e.g., those with low vision).

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

Yes

Tell us more:

Subsidising children assists with reducing congestion, and supports parents who do not drive (e.g., parents who are blind). It also supports independence for teenagers to move around the city, particularly for teenagers who do not drive (e.g., those with low vision). This has benefits for families and for the community - reduced congestion and improved mobility.

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.

The overall direction is positive and we support increased availability of public transport. We would like to see a clear commitment to accessibility for disabled persons, with clear measure of success in this regard.