

Friday, March 28, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0105

Contact details

Name:

Kimberly Cousins

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:

However, contracting private companies to provide services is not the most efficient way to run public transport.

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

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:

Increase parking fees by 25% instead to subsidise the cost of public transport. Traffic congestion is a problem in Dunedin, and it is caused by cars, so we need to disincentivise private vehicle use to shift transport modes. This will also be better for the environment, better for people's health, and better for communities.

Increasing fares will decrease patronage, so it's less likely to generate increased revenue. Instead it will increase the risk that council is trying to maintain a transport service that is not well utilized.

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:

This will make people who live farther away from the town centre more likely to drive their own private vehicles instead of taking the bus. This will further increase traffic congestion. People may live out of town because it is more affordable than being closer to town, or might work at opposite end of town from where they live, so a zone system could unfairly penalise people who are least able to afford the higher fares.

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:

Fares should be free for all school aged children, up to age 18. The age 12 cut-off doesn't make sense.

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.

There needs to be a broader consideration of transport issues in the region and how public transport is a solution to many of the costly problems we have with traffic congestion, infrastructure and road maintenance, parking issues, pollution and climate change, etc. ORC should be doing whatever it can to shift more people to using public transport, rather than making it less affordable.