

Friday, May 2, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0488

Contact details

Name:

Sue Scott

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:

It is important that fares are affordable to those who struggle most financially, so that's pensioners, beneficiaries, students - so Gold Card and Community Services Card holders. Living in Waikouaiti we need abus to get workers and students into town and home, and also pensioners. Our current early morning and mid morning into town, with mid afternoon and 6pm returns work well.

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:

A minivan or similar between eg Waikouaiti and Palmerston to allowease of access to supermarket and

health centre would be useful for our community.

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:

People who use buses are generally already finding it hard financially. An extra \$5 per week impacts on budgets. Compare it to if your car insurance, petrol and parking all went up 25%, you would most likely find that a challenge. It's much worse for those on lower incomes.

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:

For equity all of us need to be able to access healthcare, banking, supermarkets, swimming pools, libraries, schools, work places. That means transport needs to be equitable too. Living in Waikouaiti I pay the same rates for eg Moana pool, so I should be able to use it as easily as someone living in Mornington, which means my bus fare should be the same. There is not sufficient housing within 2km of central Dunedin for all of us to live there, so we need to be able to get there as easily as those who live there.

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:

Definitely. A low income family needs public transport to access healthcare, libraries, supermarkets, schools. They need to be able to take their children with them - it's not legal to leave them home alone - so it MUST be free to make it affordable.

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.

Public transport is like any service, not everybody uses it, but we all need to share the cost, just like our pools, libraries, parks, hospitals roads, museums etc low income families are the most frequent users of public transport, they have less spare money and are therefore more severely impacted by fare increases.