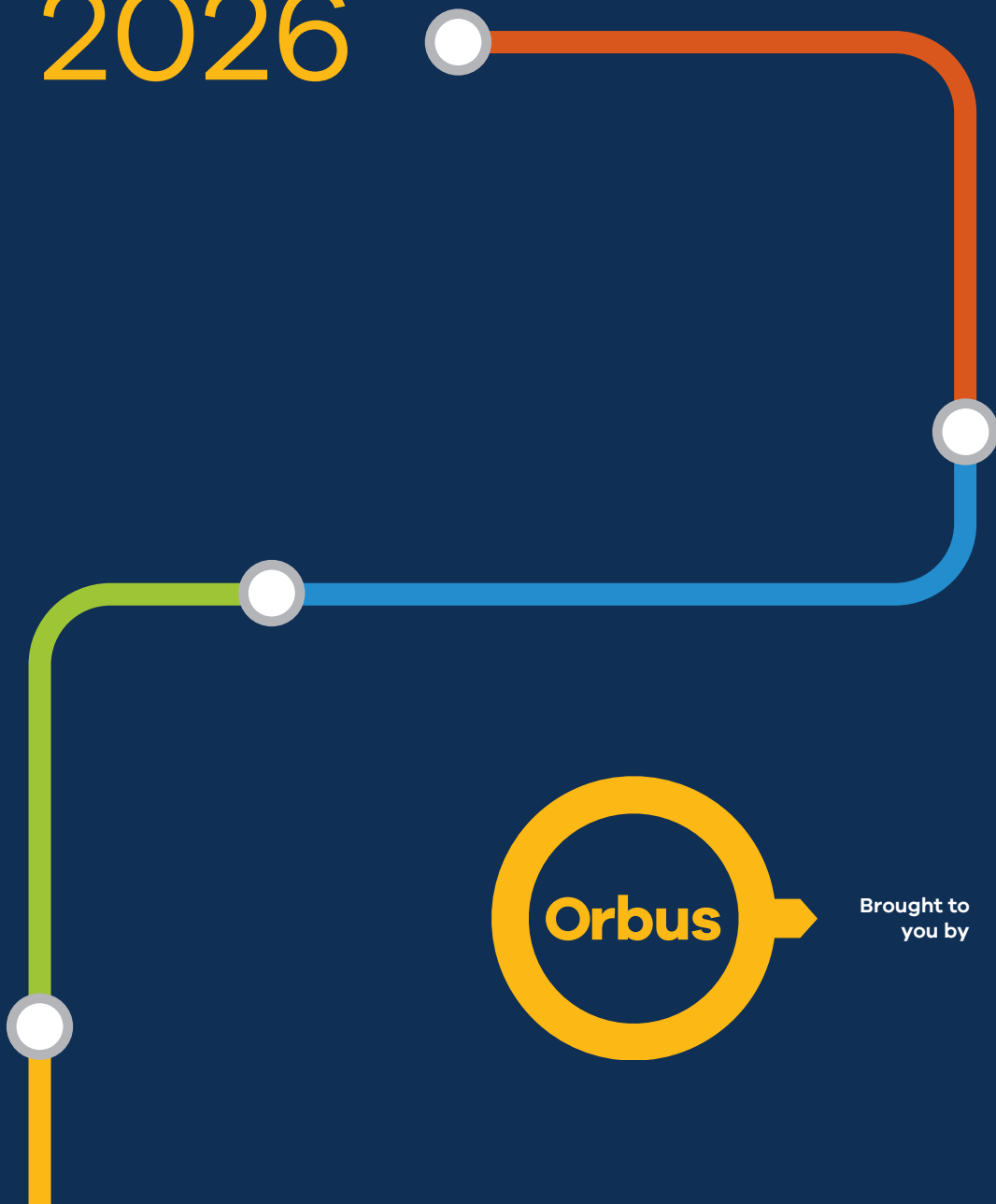


Public transport fare changes consultation 2026



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Otago
Regional
Council

Have your say on bus and ferry fare changes!

We're considering moving to a zone-based fare system in Otago.

Scene setting

Last year we asked people how they felt about zones that would enable us to charge more for longer-distance fares. At that time, the feedback you gave us was that you needed to know what zones might look like and how much trips would cost.

We also heard that regional connectivity was important to people.

We're now revisiting the zone conversation and are keen for feedback on the options we've developed.

As well as **zones for buses**, we want to know your thoughts on options for:

- **bus and ferry fare caps**
- **removing cash fares.**

Your input will inform recommendations to Council later in the year.

Why are we proposing these changes?

Bus zones: by charging higher fares for longer-distance travel, we have a system that better reflects the costs of running it, while still being accessible and affordable. We've had zones in the past, and we've heard a lot of positive feedback on the shift to flat fares. The previous zone system was complex and costly, and we don't want to go back to what we had. We're keen to understand how the proposed system might impact people.

Fare caps: costs of travel can add up very quickly for people taking a lot of trips. We are considering fare capping as a way to reward regular bus and ferry users.

Removal of cash fares: as we move into the national ticketing system, called Motu Move, you'll be able to pay for your transport with most contactless options. We think we will see less cash being used, and we're keen to know how you would be impacted if cash payment wasn't an option.

Zone options

We're proposing two options for the Dunedin network and two for the Queenstown network. They would be much simpler and with fewer zones than the previous Dunedin zone system, which we know was confusing.

The zones we've proposed still have most journeys costing \$2.50 for adults using the Bee Card. If you are travelling a longer distance, the fare will increase.

DUNEDIN ZONE OPTIONS

OPTION 1

Four zones:

- **Dunedin Zone:** includes most of the Dunedin network.
- **Waikouaiti/Palmerston Zone**
- **Hampden Zone**
- **Ōamaru Zone**

See map on page 4

OPTION 2

Five zones:

- **Dunedin Core Zone:** inner city Dunedin suburbs
- **Dunedin Outer Zone:** Mosgiel, Portobello and Port Chalmers
- **Waikouaiti/Palmerston Zone**
- **Hampden Zone**
- **Ōamaru Zone**

This option includes zone overlaps — see maps on pages 5–6

QUEENSTOWN ZONE OPTIONS

OPTION 1

One zone:

- **Queenstown Zone**, including Arrowtown. This would be the same as the current structure.

See map on page 7

OPTION 2

Two zones:

- **Queenstown Zone**
- **Arrowtown Zone**

This option includes a zone overlap — see map on page 7



Dunedin zone option 1

Four zones

Proposed zones

Ōamaru

Hampden

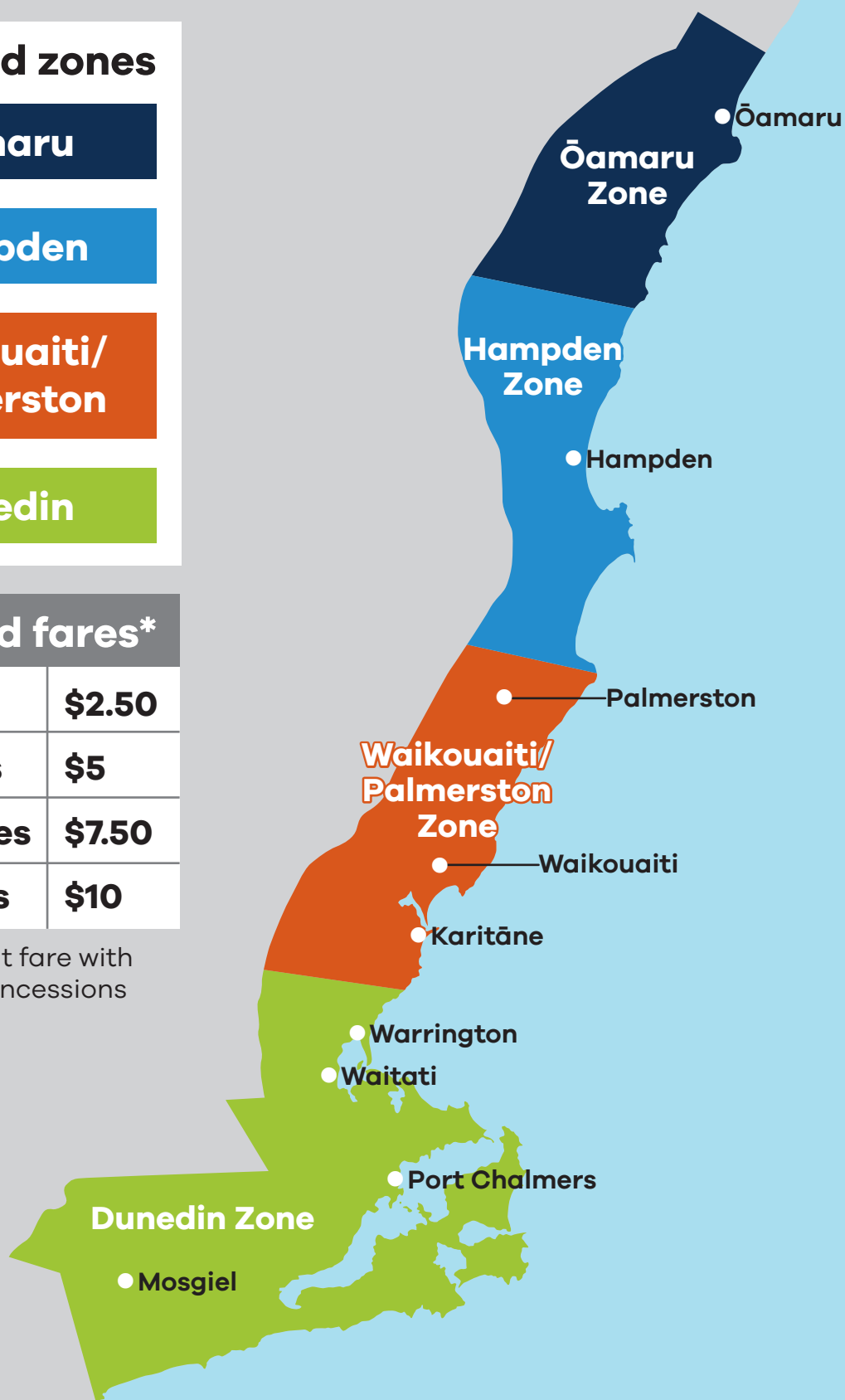
Waikouaiti/
Palmerston

Dunedin

Proposed fares*

One zone	\$2.50
Two zones	\$5
Three zones	\$7.50
Four zones	\$10

*Based on adult fare with a Bee Card. Concessions still apply.



Dunedin zone option 2

Five zones

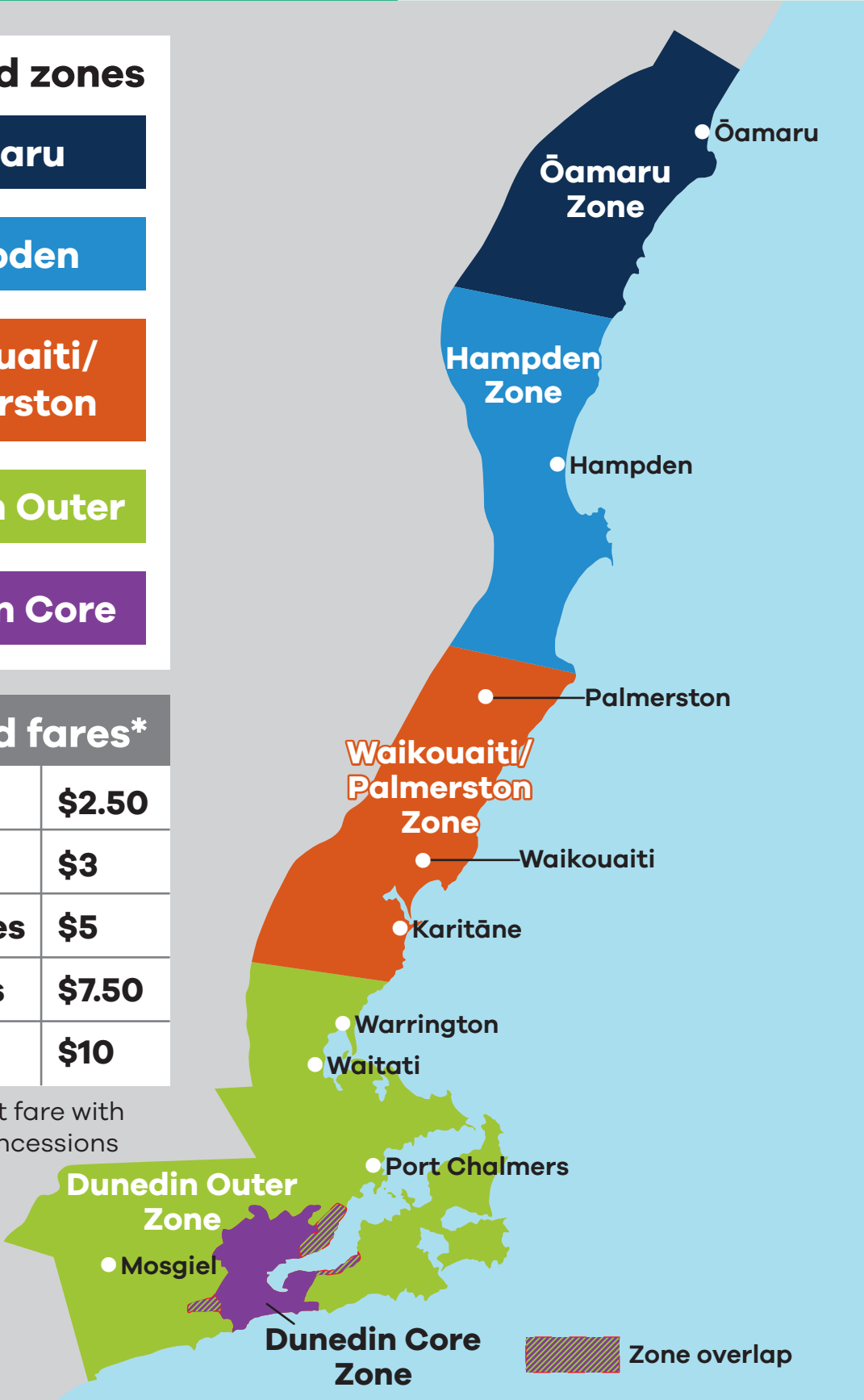
Proposed zones

- Ōamaru
- Hampden
- Waikouaiti/
Palmerston
- Dunedin Outer
- Dunedin Core

Proposed fares*

One zone	\$2.50
Two zones	\$3
Three zones	\$5
Four zones	\$7.50
Five zones	\$10

*Based on adult fare with a Bee Card. Concessions still apply.



Dunedin option 2 detail

Zone overlaps



What are zone overlaps?

Proposed zone overlaps make it fairer for people who travel short distances but cross a zone boundary. They pay the lesser fare.

For example, in the Dunedin five-zone option, if you travel from **either** North East Valley in the Dunedin core zone **or**

Mosgiel in the Dunedin outer zone to Green Island in the overlap area, you will only pay for **one zone**.

In the Queenstown two-zone option, if you travel from **either** Queenstown **or** Arrowtown to Arthurs Point in the overlap area, you will only pay for **one zone**.

Queenstown zone option 1

One zone



One zone

Queenstown

includes Arrowtown
(same as current
structure)

Proposed fares*

One zone	\$2.50
Ferry	\$10

*Based on adult fare with a Bee Card.
Concessions still apply.

Queenstown zone option 2

Two zones



Two zones

Queenstown

Arrowtown

Zone overlap

Proposed fares*

One zone	\$2.50
Two zones	\$3
Ferry	\$10

*Based on adult fare with a Bee Card.
Concessions still apply.

What fare would I pay?

You would be charged for the number of zones you travel through during a trip.

Passengers would be automatically charged according to where they tag on and off. Concessions would be used in the same way.

Fares would differ slightly depending on whether we move to a four- or five-zone network for Dunedin, or a one- or two-zone network for Queenstown.

Here are some examples of proposed fares:

Dunedin proposed fare examples

Trip	Option 1: Four zones	Option 2: Five zones
Normanby to St Clair	\$2.50 (one-zone trip)	\$2.50 (one-zone trip)
Mosgiel to Dunedin	\$2.50 (one-zone trip)	\$3 (two-zone trip)
Dunedin to Palmerston	\$5 (two-zone trip)	\$5 (three-zone trip)
Dunedin to Hampden	\$7.50 (three-zone trip)	\$7.50 (four-zone trip)
Ōamaru to Dunedin	\$10 (four-zone trip)	\$10 (five-zone trip)

Queenstown proposed fare example

Trip	Option 1: One zone	Option 2: Two zones
Sunshine Bay to Frankton	\$2.50 (one-zone trip)	\$2.50 (one-zone trip)
Arrowtown to Queenstown	\$2.50 (one-zone trip)	\$3 (two-zone trip)



Fare caps

Fare caps reward frequent bus and ferry use by setting a dollar limit on how much you pay over a given period (a day, week or month). Once a passenger reaches the cap, any further travel in that fare zone is free.

Fare caps are not a pass you choose to buy, but will apply automatically when you use your Bee Card.

However, fare caps come at a cost, which means we may need to increase the base fare by 20 to 30 cents.

In the following examples, a weekly fare cap could be replaced with a monthly fare cap, which would be approximately four times the value.

Dunedin fare-capping example (adult fares)

Option	Zones travelled	Single fare	Daily cap	Weekly cap
Option 1: Four zones for Dunedin	1	\$2.70	\$5.40	\$27
	2	\$5	\$10	\$40
	3	\$7.50	\$15	\$50
	4	\$10	\$20	\$60
Option 2: Five zones for Dunedin	1	\$2.70	\$5.40	\$27
	2	\$3.20	\$6.40	\$30
	3	\$5	\$10	\$40
	4	\$7.50	\$15	\$50
	5	\$10	\$20	\$60

Queenstown fare-capping example (adult fares)

Option	Zones travelled	Single fare	Daily cap	Weekly cap
Option 1: One zone for Queenstown	1	\$2.70	\$5.40	\$27
	Orbus Ferries fare	\$10	\$20	\$60
Option 2: Two zones for Queenstown	1	\$2.70	\$5.40	\$27
	2	\$3.20	\$6.40	\$30
	Orbus Ferries fare	\$10	\$20	\$60

Removing cash fares

We want to know how people would be affected if we remove the ability to pay fares with cash.

In 2027 you will be able to pay for bus and ferry fares in Otago with most bank cards, with the introduction of Motu Move. This is likely to significantly reduce the number of cash payments.

Removing cash fares would mean quicker journeys, as drivers won't have to deal with cash transactions.



Next steps

ORC will analyse your feedback and consider relevant changes

We'll make recommendations to Council on these changes in September 2026, including when we would be introducing them.

We'll keep you updated at orc.govt.nz/buszones

How to have your say

- Complete the online form at orc.govt.nz/buszones

or

- Complete the attached paper form and post it to:
Otago Regional Council
Private Bag 1954
Dunedin 9054

or scan and email it to transport@orc.govt.nz

or drop it to one of our offices:

- **Dunedin** — Aonui, 180 High St
- **Queenstown** — Ground Floor, Alta House, Terrace Junction, 1092 Frankton Rd, Frankton

Feedback closes at 11.59pm on Wednesday, 29 July 2026.

For more information, call 0800 672 8736 or email transport@orc.govt.nz



Public transport fare changes consultation 2026

Survey form



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you by



Please complete this form and post/drop to Otago Regional Council
by Wednesday, 29 July 2026.

About you

● **Where do you live?** (town or suburb) _____

● **How often do you use public transport?**

- ☐ Regularly (several times a week)
- ☐ Sometimes
- ☐ Never

● **What barriers prevent you from using public transport more often?** Select all that apply.

- ☐ Can't afford the fare
- ☐ Timetables — times are not suitable
- ☐ Lack of frequent buses
- ☐ We have no public transport where I live
- ☐ None — I am already using public transport as much as I need
- ☐ Other — please specify



Proposed Dunedin network zones (see pages 3–6)

● **Which zone option do you prefer for Dunedin?** (Select one)

- ☐ **Option 1: four zones** — one Dunedin city zone (including Mosgiel and as far as Warrington); three outer zones: Waikouaiti/Palmerston, Hampden and Ōamaru.
- ☐ **Option 2: five zones** — Dunedin core, Dunedin outer (beyond Green Island, Macandrew Bay, Sawyers Bay, Waitati), Waikouaiti/Palmerston, Hampden, Ōamaru.

● **Why did you select this zone option?**

Proposed Dunedin bus fares (see pages 4–6 and 8)

● **Do you think the fares for two, three, four and five zones are . . .**

- ☐ About right
- ☐ Too cheap
- ☐ Too expensive

● **Do you have any comments on fare zones in Dunedin?** Tell us below.



Proposed Queenstown network zones (see pages 3, 6 and 7)

● **Which zone option do you prefer for Queenstown?** (Select one)

☐ **Option 1: one zone** for all public buses on the Queenstown network (including Arrowtown).

☐ **Option 2: two zones** — one for Queenstown and one for Arrowtown.

● **Why did you select this zone option?**

Proposed Queenstown bus fares (see pages 6–8)

● **Do you think the fare for two zones is ...**

☐ About right

☐ Too cheap

☐ Too expensive

.....
 ● **Do you have any comments on fare zones in Queenstown?** Tell us below.



Fare capping (see page 9)

- **How could fare capping affect you (or the people you represent)?** 1 means it could have a negative effect, 5 means it could have a positive effect. (Select one)

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5

Negative effect

Positive effect

- **If base fares increased by around 20 to 30 cents, how could this affect you (or the people you represent)?** 1 means it could have a negative effect, 5 means it could have a positive effect. (Select one)

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5

Negative effect

Positive effect

- **If you had to choose between fare-capping scenarios, which would you prefer?**

- ☐ A: Fare caps of two trips per day and 10 trips per week.
- ☐ B: Fare caps of two trips per day and eight trips per week.
- ☐ C: No fare cap and no increase in base fare.

- **If you selected A or B above, would you still support fare capping if it was paid for with a 20 to 30 cent increase in the base fare?**

☐ Yes

☐ No

- **Which of these alternative fare-capping scenarios could be better than the daily/weekly cap proposed?**

- ☐ Daily fare caps only
- ☐ Weekly fare caps only
- ☐ Monthly fare caps only
- ☐ Daily and monthly fare caps

- **Do you have any other comments on fare capping?** Tell us below.



Orbus Ferries (see page 9)

● **Do you support the proposed ferry fare capping?**

☐ Yes

☐ No

● **Please tell us why:**

Removal of payment by cash (see page 10)

Remember that when Motu Move is introduced in 2027, you'll be able to pay for the bus with most bank cards.

● **How could the removal of cash fares affect you (or the people you represent)?**

1 means it could have a negative effect, 5 means it could have a positive effect.
(Select one)

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5

Negative effect

Positive effect

● **Do you have any other comments about the potential removal of cash fares?** Tell us below.



This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

For more information, call 0800 672 8736.