

Wednesday, April 30, 2025

# Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0406

## Contact details

Name:

Amy Taylor

Do you wish to speak to your submission at a public hearing?

Yes

## 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:

Access for disabled people is essential on all public transport and this includes driver training. The disabled community should be consulted on all access matters.

## 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:

I am concerned about the reliance on volunteers. Public transport is an essential service and it is concerning that the ORC is considering passing this on to charity. Community transport is a great idea but drivers should be paid and compensated.

## 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?**

Yes

**Tell us more:**

the increase is very minor and unfortunately needed. It is not ideal that this a percentage increase that will also affect concessions. Consider only increasing the base adult fare.

## 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?**

Yes

**Tell us more:**

It makes sense to pay more for longer travel as there is more cost to the council.

## 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

**Any other comments?**

# ORC Public Transport Plan

## **Feed back to central government**

-Whilst this is out of the hands of the ORC we should feedback to central government that cutting funding to public transport is unacceptable. For many people in the disabled community public transport is their only transport option. It is a cost effective and environmentally friendly way of transporting people and should be funded. By cutting funding to public transport, government is effectively targeting those who are worst off. It means a real world cut in benefits and minimum wage.

## **Non-local travellers**

-The ORC should not be supplying extra buses for tourists coming off cruise ships. Cruise ships are responsible for transporting their own passengers and should provide these services at rates tourists can afford. Dunedin rate payers should not be subsidising the transport of wealthy tourists.

-Locals only rates on buses could also be implemented such that those without a local bus card (available only to those who can prove residency) are charged at a significantly higher rate and cannot access free fares for children.

## **Five focus areas**

-Built trust: The disabled community should be consulted to ensure that not only buses are accessible but also the foot routes that people need to travel to get to the bus stops. Also ensure that all bus route and cancellation information is accessible.

## **Community transport services**

-Community transport services for small towns and rural areas are a very good idea, using cars and vans. This will serve the disabled and elderly communities in these areas very well.

-ideally drivers would be paid and not rely on volunteers, a volunteer-based service is not a good idea for an essential service that requires reliability. Also ideally workers should be paid a fair wage for work done.

-even if volunteers are used, their costs should be covered. It isn't justifiable to transfer an essential service on to volunteers at their cost.

## **Increasing passenger fares**

-The proposed increase is modest and the fares would still be affordable for most. -  
However increasing the base fare would also increase the concession prices proportionally, this is targeting the income of the worst off in the community. I would propose a compromise. Increasing the base adult fare to \$3 per trip and leave the concession prices as they are.

### **Charging more for longer trips**

-changing the zone system so that users pay more for longer trips is a sound idea.

### **Child fares remaining free**

-I would support the maintaining of free fares for children under 13 years of age.  
Families are struggling in the cost of living crisis.

### **Total mobility**

-improved bus accessibility, routes and frequency takes pressure off the total mobility funding