

Monday, March 31, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0143

Contact details

Name:

Hazel Agnew

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?

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?

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?

Any other comments?

From: [REDACTED]
Sent: Saturday, 29 March 2025 00:31
To: Customer Services <customerservices@orc.govt.nz>
Subject: RPTP submission
Importance: High

The plan to establish Dunedin – Ōamaru & Dunedin – Balclutha services in 3 - 10 years is not good enough - affordable public bus services to Dunedin are long overdue and are needed NOW. Not everybody has a car, and not everybody is able to drive, or will be able to drive. In an equitable society public transport is affordable & easily accessed. Providing public transport, rather than expecting people to rely solely on private motor vehicles, is also the environmentally responsible thing to do.

Currently it is not possible to travel to Dunedin from Ōamaru and back by bus on the same day - the only option to travel to Dunedin from Ōamaru is by Intercity bus, and to stay in Dunedin overnight. Intercity fares currently vary from \$19 to \$32 one way, and there's a \$4.99 fee on top of that for paying by card: tickets cannot be bought on the bus, and have to be booked online in advance. In contrast, people living in Palmerston, at the southern end of Waitaki district, have 3 Orbuses per day in each direction, and pay \$2 each way, enabling them to work, study, shop or play in Dunedin. Why do people living in Dunedin, Queenstown, Mosgiel and Palmerston have Orbus services, but not people living in Ōamaru (the fourth largest town in Otago)? Mosgiel is only slightly bigger than Ōamaru, and its population has regular Orbus services.

One important reason why a regular, reliable and affordable bus service is needed is because hospital services locally are limited. Ōamaru has a rising population of retired people, and a large Pasifika population, which is also increasing: many people of limited means, who do not drive, have appointments in Dunedin. There is no hospital shuttle here, which makes access to health care inequitable for people who do not live in Dunedin.

Come on ORC, you can do better than this!

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