

Monday, April 28, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0377

Contact details

Name:

David Barrell

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

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?

Should Council increase the adult Bee Card fare?

Yes

Tell us more:

The cost increase is reasonable given investment in electric buses and improved staff wages. The

increase should be no more than \$2.50

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:

The singular importance of the flat fare is its Otago's best practical way to reduce fossil fuel emissions. A commuter drives in an ICE car 5 km each way to a CBD workplace, 10 km round trip. Another commuter travels from Mosgiel, 30 km round trip. The Mosgiel commuter produces 3x more carbon emissions, they're the one Otago needs on the bus, not the St Clair one. Keep fares flat and innovatively increase patronage will create better revenue.

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

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.

We need park and ride hubs in Mosgiel, Waikouaiti and Palmerston to increase patronage.

The Mosgiel Express is poorly configured. Why is half the trip in 50 kmh zones with no stops, then no stop

in Southern Mosgiel? This makes it inconvenient to half the Mosgiel population. It's like it's set up to fail.

We need an inner city orbiter (every 5 mins on a 10 min circuit clockwise and anticlockwise from hub, North Dunedin, octagon, Exchange, South Dunedin to quickly distribute passengers from and from the bus hub to workplaces.

Frequent user discount, e.g. Monday - Sunday week, fare drops after 10 trips by 50% for subsequent trips.

Scope possibility of establishing in Dunedin a good airport bus service, to make it like most other normal cities with airports. Say \$15 each way will be attractive for patrons when attached to a timetable. Aims to reduce carbon footprint of all those single vehicle trips out there.