

Friday, May 2, 2025

# Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0477

## Contact details

Name:

Duncan Eddy

Organisation (if applicable):

West Harbour Community Board

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?

## 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?

## **Submission to Draft Otago Regional Public Transport Plan 2025-2035**

The West Harbour Community Board strongly supports keeping a simple standard bus fare across Dunedin.

The introduction of zoning for fares would add complexity and expense, particularly around transfers. Introducing this major disincentive at the same time as increasing standard adult fares is likely to have a disproportionate downwards impact on patronage, primarily affecting those on lower and fixed incomes, who need buses the most.

Public transport offers many bus users in the largely lower socioeconomic proposed zone 2 and 3 areas their primary or sole access to essential services such as healthcare, and increased general social mobility. A flat city wide fare is fairer than zoning.

We're grateful for the significant uptake in Dunedin's bus patronage these past few years. Please don't let it go backwards. That increased patronage is hard won and costly to get back if it slips.

We would prefer to see how much revenue can be raised by maximising advertising revenue opportunities, before any increases are introduced to ticket prices. Buses and bus shelters offer captive audiences, and travelling billboards, full bus wraps, electronic screens, and bus shelter and bus stop advertising are some of the options.

The previously planned extensions to the number 14 bus were very welcome, and we would like to see planning for a commuter train between Port Chalmers and Mosgiel in the longer term. But right now we ask that you prioritise maintaining current service levels and fare levels as much as possible, with no major shake ups. Even if that short term stability means a slower rate of improvements to the existing service for the next few years.

We would appreciate the opportunity to speak in support of this submission.



West Harbour Community Board