

Friday, May 2, 2025

# Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0476

## Contact details

Name:

Hugo de Cosse Brissac

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?

Do you agree that these focus areas capture Otago's public transport priorities?

No

Tell us more:

Value for money - public transport is a service, not business. It should be run as a service. Bus fares should not cover the operating costs. Funding public transport should come from disincentivising private car travel by taxing private car users: fuel excise duty, road user charges, vehicle and driver registration, parking fees, congestion charges. Any small remainder can be cover by tax payers and rate payers.

## 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

**Are there other initiatives or programmes that you think Council should be considering?**

Yes

**Tell us more:**

Public transport in Wānaka including Lake Hāwea and Luggate. Kingston to Queenstown PT.

## 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?**

No

**Tell us more:**

One of the biggest selling points is costing less than driving. This will reduce bus patronage. Look at how incredible successful Queensland's (Australia) 50 cents fares has been. Need I say more.

## 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:**

I strongly oppose this. This unfairly punishes those that cannot afford to live closer to town.

## 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

**Tell us more:**

Absolutely yes. Otherwise this will result in family return trips being \$20-\$25. Families will just drive because it'll be cheaper.

**Should Council standardise our concession discount for youth (13-18 years) to 40% across both the Dunedin and Queenstown networks?**

Yes

**Tell us more:**

Any encouragement to this age group getting on public transport will roll on into their adult years. Standardise the concession discount and boost it to 50%.

## 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.**

Do roads and highways pay for themselves? Then why are we trying to get public transport to pay for itself?