

Thursday, April 17, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0263

Contact details

Name:

Ryan King

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:

I'm more interested in Queenstown, this draft plan doesn't in my opinion fix or work towards aiding the issues I see with public transport in Queenstown.

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?

No

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

No

Tell us more:

I think you should focus on the two core areas, Dunedin and Queenstown. It costs too much to serve community transport services in other locations. The farebox recovery is minimal and generates funding from other parts which need it like Queenstown.

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:

Unfortunately this Government gives us no choice, and costs of running services are forever increasing. With no further central government support the only other option is on rates, which are already very high and unlikely the community can absorb further rates increases

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:

Makes logical sense, you go further it costs more for ORC to drive there with fuel and the driver. I support fare zones and agree with the proposed in Queenstown

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.

Queenstown needs improves in service frequency, simply put it there's too many users and not enough seats. Queenstown is unique, a big portion of users are tourists, it's frankly embarrassing watching tourists stand at bus stops as the bus drives past as it's full. They then wait for the next service which is also full, then they give up and walk. It is not a good situation and perpetuates this narrative that you must rent a car when visiting Queenstown. Traffic is bad enough and ORC in their ignoring Queenstown is making traffic much worse. Increase frequency on all routes, I can't see any other solution other than the Whoosh gondolas as public transport