

Monday, May 5, 2025

# Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0541

## Contact details

Name:

Brian Fitzpatrick

Organisation (if applicable):

Remarkables Park Limited

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?

Thank you for the opportunity to make this submission on the Draft Regional Public Transport Plan 2025-35 (RPTP). I have attached a copy in pdf format. Although the submission may look long, I would point out that it is only the text in black that is original. The coloured text is copied directly from the RPTP and has been included to provide context for the proposed additions.

## **Introduction**

Remarkables Park limited (RPL) is a long-term property owner and developer in Queenstown.

As the developer of a large, mixed-use zone with residential, education (Wakatipu High School) shopping centre, recreation, office, hotel and tourist developments, RPL is keenly interested in effective public transport systems.

RPL commends ORC on the work it has done to date in establishing the Orbus bus service in Queenstown.

RPL is encouraged that ORC has also sought to support a ferry service operating on Lake Whakatipu. RPL would encourage ORC to continue to investigate and support innovative public transport solutions that are suited to the particular (and perhaps unique) needs of the Queenstown community, including the tourists who make up such a major part of the Queenstown economy but who also adversely impact on traffic congestion around Queenstown. A sustainable transport network for Queenstown must meet the needs and expectations of residents and visitors alike.

RPL is also working closely with the developers of the Whoosh aerial cableway system with the intention of establishing a pilot track at Remarkables Park.

## **Submission**

RPL is generally supportive of the draft Regional Public Transport Plan 2025-35 (the RPTP).

RPL is particularly supportive of the following four statements in the RPTP:

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### ***1.5 Challenges and Opportunities***

*As our region grows, we must be able to respond to changing travel demand. This includes aligning policies and long-term planning with territorial authorities and considering alternative cost-effective public transport solutions that maintain well-functioning urban environments.*

*This is particularly relevant for Queenstown and surrounding areas.*

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## **5.1 How we design our network and services**

*“Mode-neutrality: public transport should improve people’s access to opportunities regardless of whether they are travelling by bus, ferry, train, tram or any other mode. At present, buses are the dominant transport mode in Otago because they are cost efficient, can adapt to changing demand and can serve a wide range of areas. We also acknowledge the importance of being adaptable in the modes we support in response to changing community needs and technological advancements.”*

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### **Table 4 Our aspirations**

*“We support the future study of an “off-line” rapid service in Queenstown, likely using ropeway technologies”*

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### **The Stories we heard**

- *Exploring the potential for new transport modes, including expanding ferry access or ropeway services*
- *Investigating ways to improve transport for tourists throughout the Queenstown Lakes district and neighbouring areas*

## **Requested Changes to the RPTP**

**RPL requests** that the following additions/ amendments be made to the RPTP. RPL’s proposed additions are shown underlined and in black. Text copied from the RPTP is shown in italics.

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### **1.6 Key priorities in this RPTP**

*Proactively support good land use policy through integration with public transport design* while taking into account alternative transport modes and new transport technology

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## **Our engagement process**

*E A1 Engage in meaningful dialogue with diverse stakeholders interested in public transport to understand their transport needs and aspirations of the users and the capabilities of those developing new transport technology.*

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## **Collaborative working relationships**

*CWR A1 Engage in open and regular dialogue with our partner agencies and key stakeholders to align expectations, identify and address inefficiencies and new transport opportunities and optimise the operation of our services.*

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### **ORC aims to develop collaborative working relationships with...**

*Local communities and organisations:*

*ORC can collaborate with local communities and organisations, including developers of new transport technology, in conjunction with our territorial authorities to support community-led projects that improve public transport infrastructure and capacity.*

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## **Service design principles**

**SD P1 Design principles: public transport services are designed in a way that:**

- *serve diverse trip patterns*
- *maximise frequency*
- utilise the most appropriate mode and technology
- *avoid unnecessary duplication of service*
- *operate full frequencies across long service hours.*

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### **Guiding principles for changes to existing services:**

3. *Consider other ways of delivering the service, including other modes*

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**SD P5 Mode neutrality:** *public transport will be delivered using the most appropriate mode (e.g. bus, ferry, tram, ropeway, etc.) to meet demand, purpose, community need and value for money.*

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### **Queenstown urban network aspirations**

*Additionally, there may be a future study of the case for other modes to serve this area, including an off-line aerial ropeway option and a direct ferry service.*

#### *0–3 years*

- *Direct Queenstown-Arrowtown connection.*
- *All connector routes with 30-minute peak frequency.*
- Whoosh aerial ropeway pilot track established at Remarkables Park
- Adapt existing bus routes to align with new roading patterns eg to use the new road connection between Henleys Farm and Jacks Point

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#### *3–6 years*

- *All connector routes with 30-minute all-day frequency.*
- *Timetables to be coordinated to create 7.5-minute frequency between Queenstown and Frankton.*
- *Extension to Homestead Bay as development occurs.*
- Extension of ferry service to Kawarau River, connecting to Remarkables Park, Shotover Country and Lake Hayes Estate.
- Aerial ropeway service introduced and operating on a Frankton network linking Remarkables Park, Queenstown Airport and the BP transport hub.
- *Articulated buses begin to be introduced to increase capacity.*
- *Development of on-demand services away from core routes.*

#### *6–30 years*

- *Services across network to be increased to frequent levels (per business case).*
- *Missing road connections such as Quail Rise are filled in, allowing more direct routes.*
- *Potential ferry to Homestead Bay.*
- Regular ferry service connecting terminals on the Kawarau River, at Remarkables Park, Shotover Country and Lake Hayes Estate, to Queenstown Bay
- *Potential for rapid off-line service between Queenstown and Homestead Bay (not shown).*
- Aerial ropeway system extended along Frankton Road connecting through the Frankton network to the southern and eastern corridors.
- *Continuing development of on-demand services away from core routes.*

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#### **Network form and function actions**

*NF A4 Work collaboratively with key stakeholders to implement integrated packages of activities designed to achieve mode shift in urban areas. These may include:*

- *public transport service provision*
- *bus priority infrastructure*
- *pricing mechanisms (fares and parking) integrated with plans*
- *for urban intensification and active transport provision*
- *mode-shift promotion activities.*
- Working with proponents of alternative transport modes and technologies

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#### **Multi-modal access policies**

*MM P2 Tourism: encourage sustainable economic growth and promotion of green tourism based around public and active transport and alternative transport modes.*

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### *Network assets*

RPL supports this section but notes that ORC may need to give stronger encouragement to QLDC to erect bus shelters in some highly-used, key locations, such as at the bus stop outside Whakatipu High School on Red Oaks Drive. RPL has made submissions to QLDC for at least the last five years recommending that a bus shelter be erected in this heavily-used location.

Thank you again for the opportunity to make this submission. Remarkables Park would be willing to speak to the submission or answer any staff queries off-line if this would be of assistance to the councillors considering submissions or to staff.

Remarkables Park Limited

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2 May 2025