

Saturday, April 26, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0333

Contact details

Name:

Richard Kemp

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?

Do you agree with ORC having a role in supporting community transport services?

Yes

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:

An increase to \$2.50 is reasonable and not unexpected given the inflation that has happened in recent years. In my opinion a \$2.50 fare would not discourage people for using the service.

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:

Before jumping to zone based trips I think it would be useful for analysis to be done on what % of people using the service are taking the longer trips. If it's a small % taking the longer trips, I don't think charging those people more is likely to achieve the broader goal of maximising public transport uptake as they will be more incentivised to drive themselves, which inherently leads to less people taking these longer routes, meaning a higher cost per passenger particularly for those longer routes. If the patronage on those longer routes is a small %, in my opinion the costs of these lesser patroned-but longer services should essentially be subsidised by the high patronage routes. Every good public transport network in the world has routes that are a financial burden but are subsidised by the well-performing routes (Japan Rail system a great example).

From the zone map it is not clear if Queenstown Airport would be a separate zone i.e. someone would pay more to go to Queenstown Airport. The airport should not be a separate zone/there should be no additional charge from here as otherwise people will just get off at the stop before and walk the comparatively short distance like we all used to do years ago under the old connectabus regime. As route #1 continues onto Remarkables Park after the airport, there's really not much additional cost to serve the airport.

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:

Completely agree with the proposal

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

Yes

Tell us more:

Completely agree with the proposal

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.

One thing that I think is desperately needed in Queenstown is a late night service to the population centres of the southern corridor (Jacks Point/Hanley's Farm), Lake Hayes Estate/Lower Shotover, and Arrowtown. Thousands of people live in these subdivisions. People like to experience the Queenstown Town Centre night life, but under the current scheduling, need to leave central Queenstown by 10pm-ish in order to make a bus home. A once-per-hour late night service to these population centres leaving Queenstown Town Centre at 10pm, 11pm, and 12am would provide much more options for these population centres, increase appeal of using the bus service, and minimise the risk of drink-driving. I think this should be specifically identified in the public transport plan as a priority.

There also needs to be a stop at the Remarkables Ski Area on the #4 Route, and a stop at Coronet Peak on the #2 Route, during the ski season. This would allow locals and visitors to take a bus to the ski areas and then ride-share/carpool from there. I think this should be specifically identified in the public transport plan as a priority.